BookletChart™

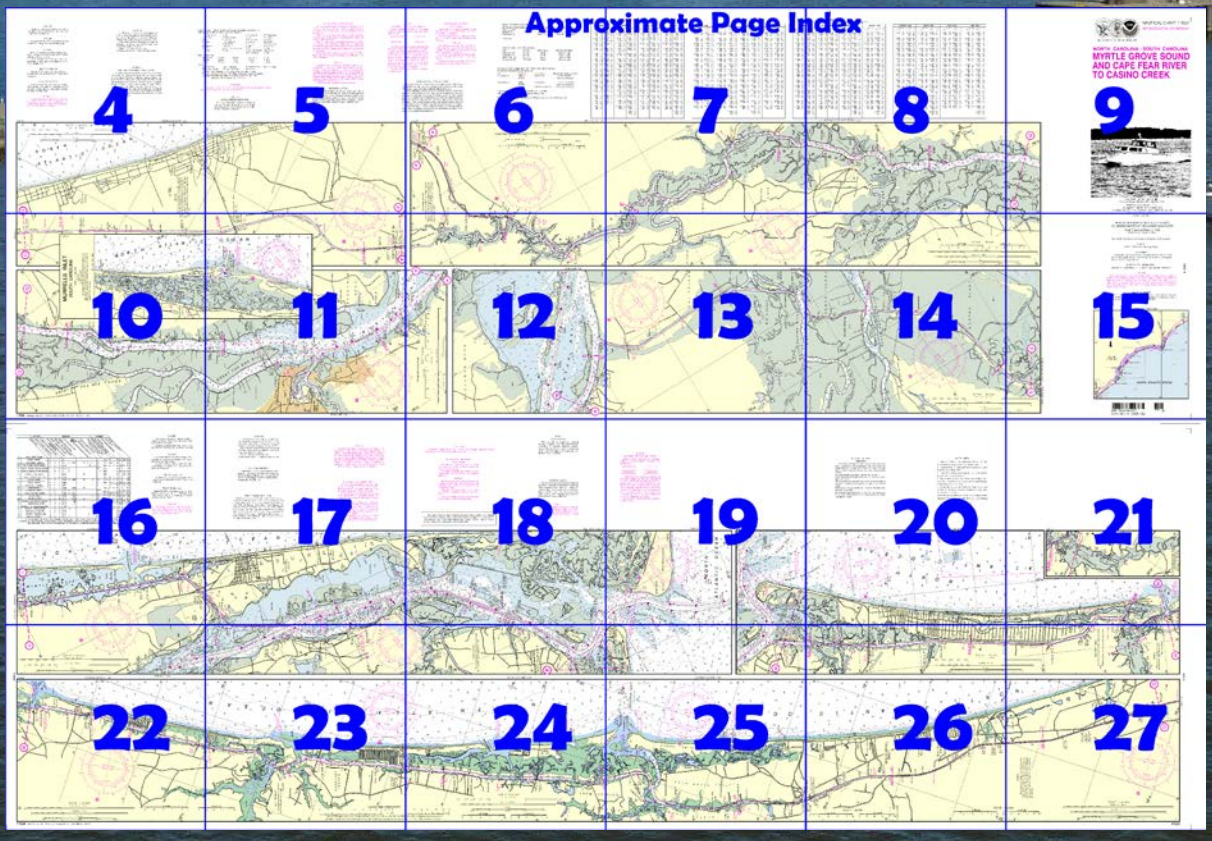
Myrtle Grove Sound and Cape Fear River to Casino Creek

NOAA Chart 11534

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

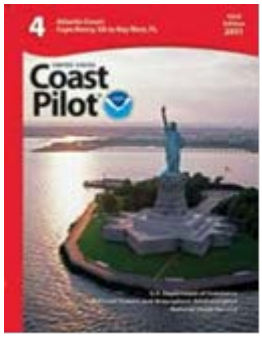
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11534.



(Selected Excerpts from Coast Pilot)
Carolina Beach Inlet is about 7 miles south of Masonboro Inlet. A lighted whistle buoy marks the approach to the inlet. The inlet is marked by unlighted buoys and is used as an access to the Intracoastal Waterway. A 452-foot tower is prominent at 34°05.0'N., 77°53.1'W. in the inlet approach. The inlet is subject to continual change and should be used only with local knowledge.
Carolina Beach is a resort about 3 miles southward of Carolina Beach Inlet and 12 miles northward of Cape Fear. A dredged channel connects the landlocked basin at the town with Myrtle Grove Sound and the Intracoastal Waterway. In 2003, the controlling depth was 4.2 feet. Daybeacons mark the channel.
Some of the more prominent landmarks that can be seen from seaward along this section of the coast are: a group of four towers centered in 34°03.8'N., 77°54.8'W., 2 miles north-northwestward of Carolina Beach; a water tank at Carolina Beach; a tank and radar domes at **Kure Beach**, 3.8 miles and 5 miles southward of the towers; and the stack, microwave tower, and buildings of the nuclear powerplant on the west side of the Cape Fear River, 7.4 miles southwestward of the towers.
New Inlet, about 17.5 miles south of Masonboro Inlet and 4.7 miles north-northeast of Cape Fear, is constantly changing and was reported closed in 1983.
Lockwoods Folly Inlet is entered over a shifting bar 11 miles westward of Cape Fear River. Strangers should not attempt it as the inlet is enclosed by breakers at virtually all stages of tide and wind. Due to frequent changes, mariners are advised to seek local knowledge before entering the inlet. The approach to the inlet is marked by a lighted whistle buoy. The buoys marking the inlet are not charted, because they are frequently shifted in position to mark the best water. There are three charted wrecks, all showing at low water, near the entrance to the inlet; two are at the mouth, and the other is about 0.3 mile to the westward 200 yards offshore. A high sand dune is east of the inlet.
Lockwoods Folly River is navigable from the ocean to the Intracoastal Waterway, at the head of the marshes inside the inlet, and thence to a fixed highway bridge at **Supply**, which is at the practical head of navigation 16 miles above the waterway. The channel is narrow, bordered on both sides by oyster bars covered at high water, and not maintained. In 2008, the controlling depth was 4.3 feet from the Intracoastal Waterway to Supply. The river channel is marked by daybeacons to a pier at **Varnumtown**, about 1.6 miles northward of the Intracoastal Waterway where gasoline and water can be obtained. The river is used by commercial shrimp boats to Varnumtown.
An **explosives anchorage** is centered about 3.5 miles southwestward of Lockwoods Folly Inlet. (See **110.170**, chapter 2, for limits/regulations.)
Shallotte Inlet, 19 miles westward of Cape Fear River, is entered over a shifting bar and has a winding entrance. A lighted whistle buoy marks the entrance. The bar channel is subject to continual change, and the buoys marking it are shifted frequently to mark the best water, and therefore not charted. The inlet, used only by local fishermen and not recommended to strangers, provides an access from the sea to the Intracoastal Waterway and to **Shallotte River.** The river is navigable to the town of **Shallotte**, about 8 miles above the inlet. In 2008, the river from the Intracoastal Waterway to Shallotte was shoal to bare in several areas; extreme caution is advised. The mean range of tide is 4.6 feet near the inlet and about 3 feet at Shallotte.
Berthage, electricity, gasoline, water, ice, and wet and dry storage are available at the marina on the west bank of Shallotte River, about 0.6 mile above the Intracoastal Waterway. Hull and engine repairs can be made. The facility at Bowen Point is also described with the Intracoastal Waterway in Chapter 12.
There are three marinas on Main Creek; two are at the landing, and the other is eastward of the landing on the west side of the barrier beach. Berthage, electricity, gasoline, diesel fuel, water, ice, launching ramps, and some marine supplies are available at all facilities; hull repairs can be made at all the facilities.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

NOTE D

The controlling depth at mean low water to Supply was 2 feet.

Dec 2011

SHALLOTTE RIVER

The controlling depth at mean low water to Shallotte was 3½ feet.

Sep 2001

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WACCAMAW RIVER

The channel is marked by daybeacons to about 8 nautical miles above Peachtree Landing. The controlling depth was 6 feet to Conway, a distance of about 11 nautical miles, in June 1972.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAPE FEAR RIVER

The project depth is 44-38 feet to Wilmington. For controlling depths see chart 11537.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.610" northward and 0.876" eastward to agree with this chart.

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CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.

Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

MURRELLS INLET

The daybeacons and lights marking the channel are approximate. The controlling depth was 6 feet from 33°32'10.5"N 79°01'59.8"W to 33°32'50.0"N 79°01'25.0"W, thence 1½ feet to the end of the channel.

NOV 2011

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

MERCATOR PROJECTION AT SCALE 1:40,000

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

North American Datum of 1983

(World Geodetic System 1984)

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

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RADAR REFLECTORS

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ABBREVIATIONS (For com

Aids to Navigation (lights are w

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing

Bottom characteristics:

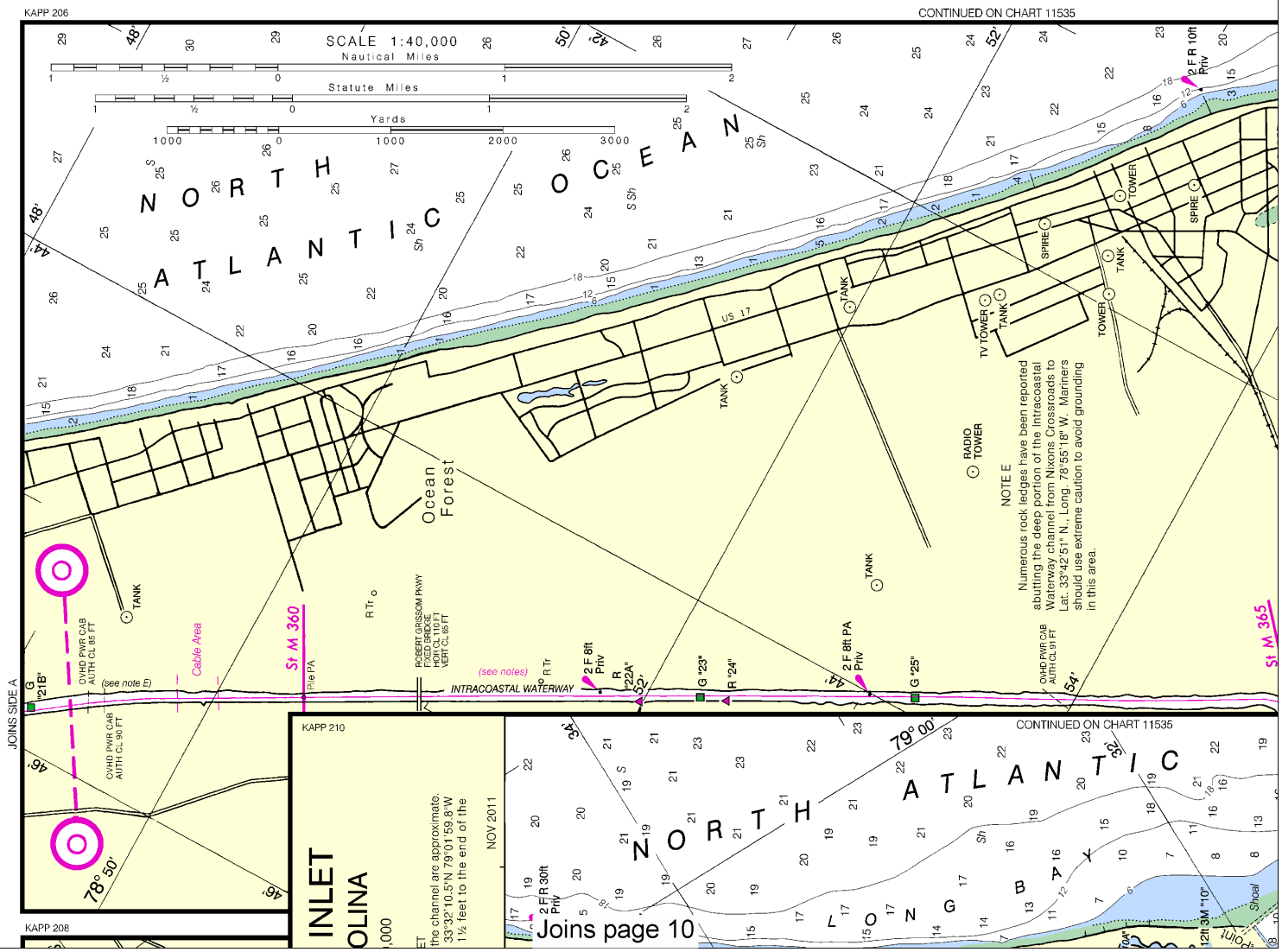
Blds boulders
bk broken
Cy clay

Miscellaneous:

AUTH authorized
ED existence doubtful
(21) Wreck, rock, obstru
(2) Rocks that cover a
COLREGS: International Demarcatio

Locations of pu with leaders and re

su bri pro



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

omplete list of Symbols and Abbreviations, see Chart No. 1.)
e white unless otherwise indicated):

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
Iso isophase	OBSC obscured	s seconds
LT HO lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

Co coral	gy gray	Oys oysters	so soft
G gravel	h hard	Rk rock	Sh shells
Grs grass	M mud	S sand	sy sticky

Obstn obstruction PD position doubtful Subm submerged
ll PA position approximate Rep reported
truction, or shoal swept clear to the depth indicated.
and uncover, with heights in feet above datum of soundings.
al Regulations for Preventing Collisions at Sea, 1972.
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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.

Refer to charted regulation section numbers.

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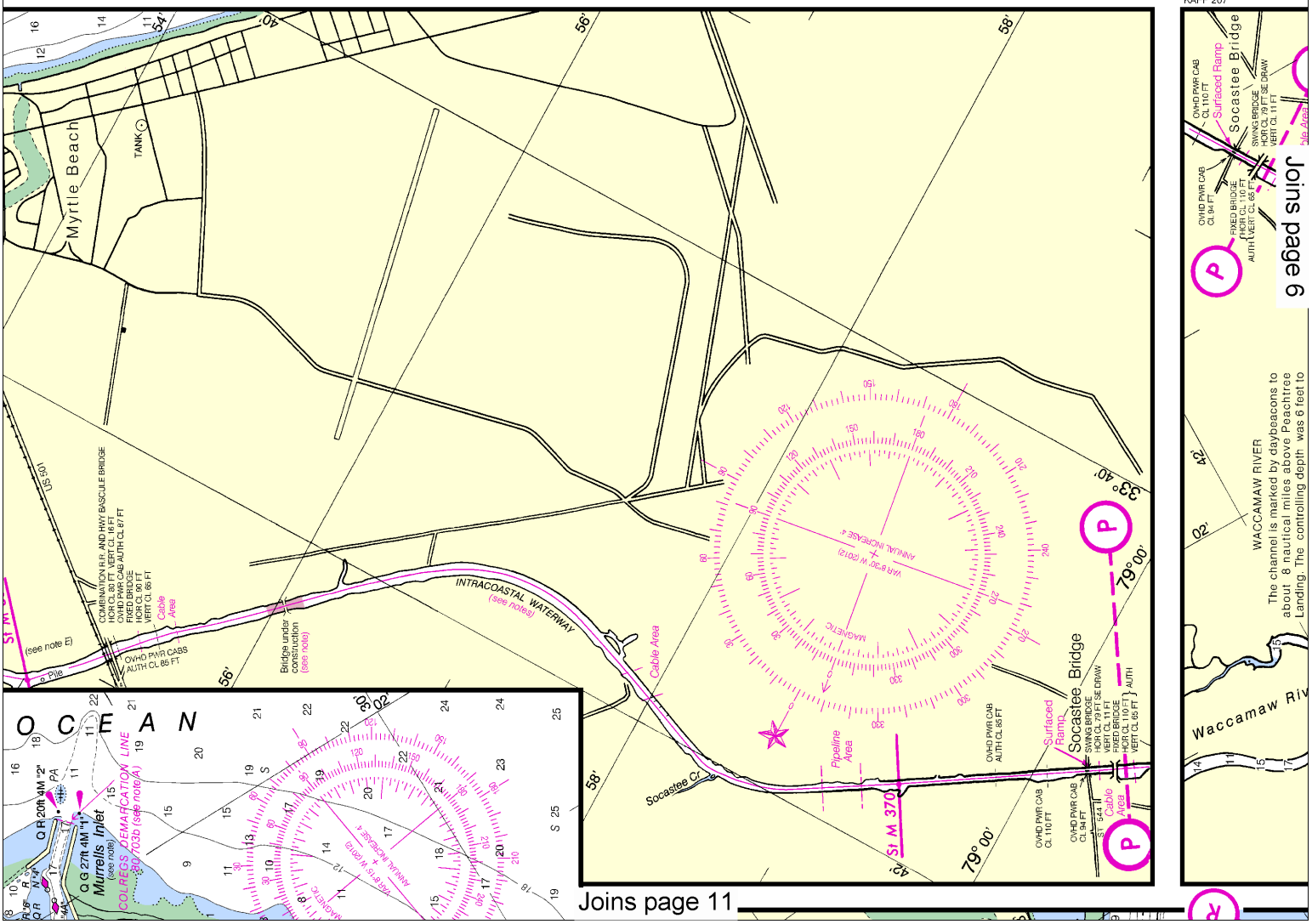

Joins page 11

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
Wilmington, NC	*(910) 762-4289	24 hours daily
Newport, NC	*(252) 223-5737	24 hours daily
Charleston, SC	*(843) 747-5859	9:00 AM - 4:30 PM M-F

*Recorded

NOAA WEATHER RADIO BROADCASTS

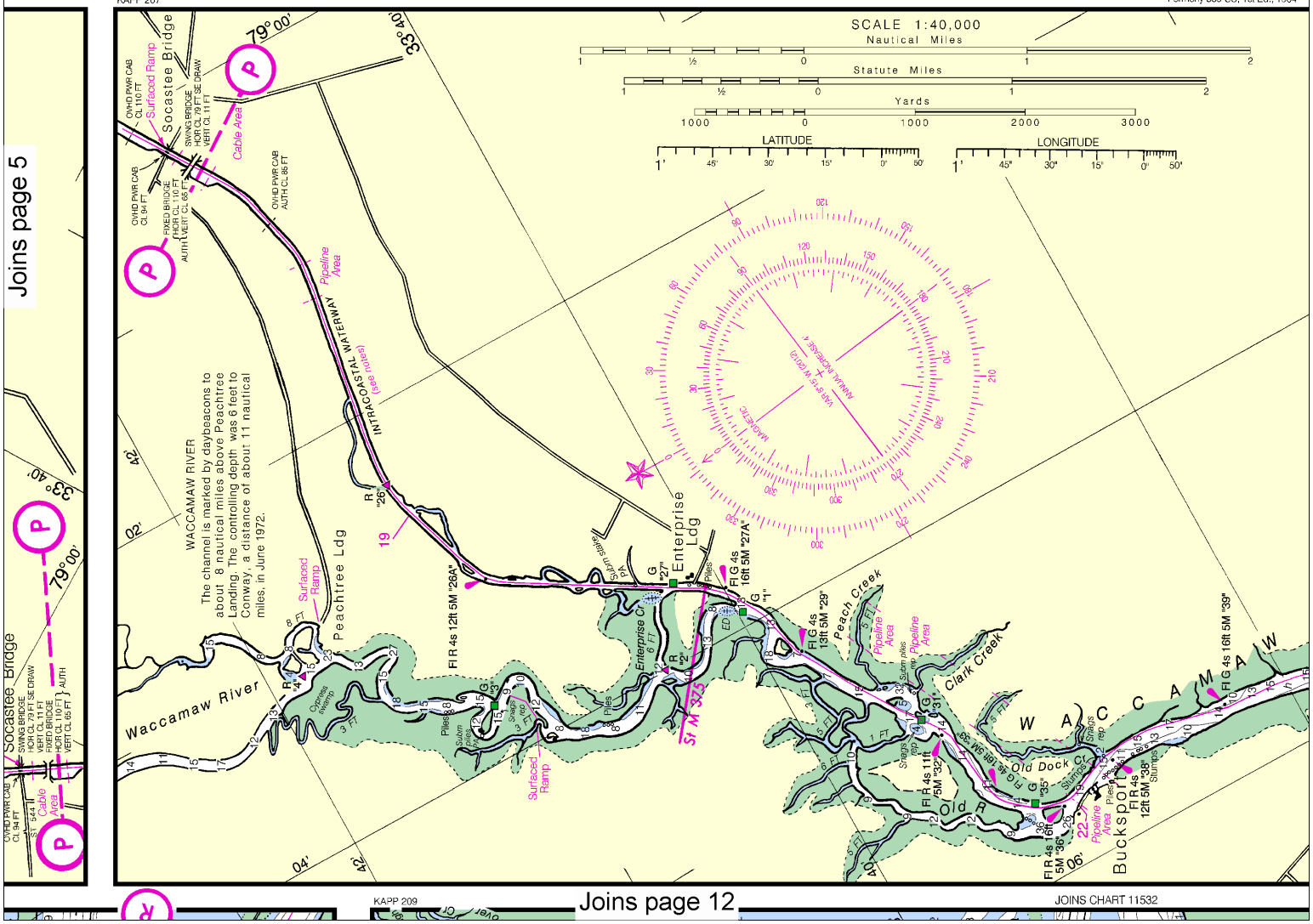
CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Wilmington, NC	KHB-31	162.550	24 hours daily
Charleston, SC	KHB-29	162.550	24 hours daily
Myrtle Beach, SC	KEC-95	162.400	24 hours daily
Georgetown, SC	WNG-628	162.500	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES (LOCAL)
Ft. Macon, NC	NMN-37 (USCG)	*2670 (A3H)	7:40 AM, 8:03 PM (warnings on receipt)
Charleston, SC	NMB (USCG)	*2670 (A3H)	11:20 AM, 11:20 PM + (warnings on receipt)
		*157.1 MHz (Ch. 22)	(warnings on receipt)

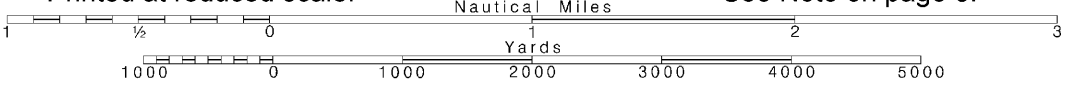
* Preceded by announcement on 2182 kHz and 156.8 MHz
\+ Broadcast one hour later during Daylight Savings Time

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.



Note: Chart grid lines are aligned with true north.

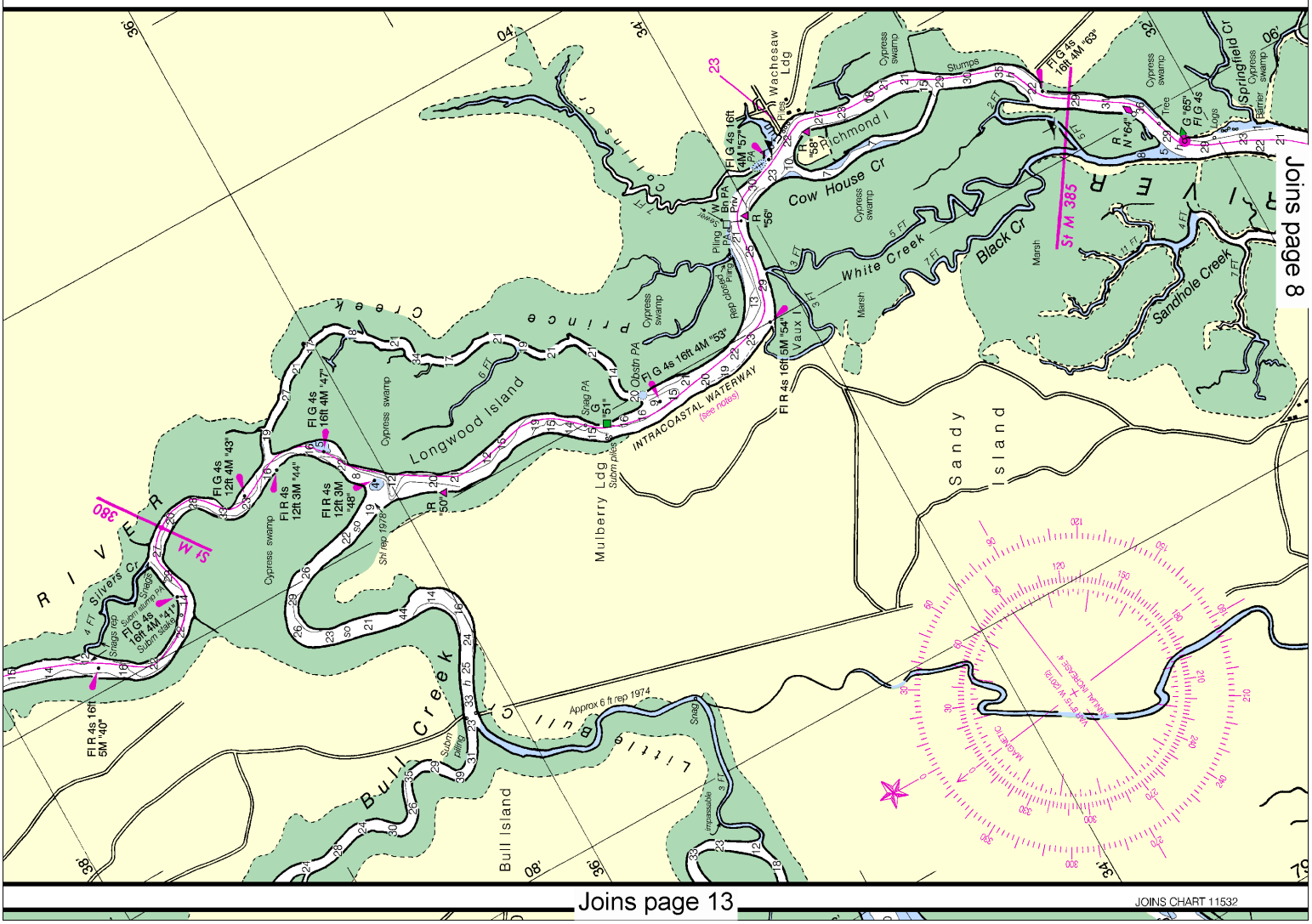
Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles



See Note on page 5.

NAME
Orton Point, Cape Fear R
Southport, Cape Fear Riv
Sunset Beach Pier, NC
Myrtle Beach Airport, ICW
Myrtle Beach, Springmaid
Socastee Bridge, ICWW,
Oaks Creek, Murrells Inle
Georgetown Lighthouse,
Cape Romain, SC
Dashes (- - -) located in da tide precictions, and tidal c

(Jan 2012)



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Orton Point, Cape Fear River, NC	(34°03'N/77°56'W)	4.6	4.3	0.1
Southport, Cape Fear River, NC	(33°55'N/78°01'W)	4.7	4.4	0.1
Sunset Beach Pier, NC	(33°52'N/78°30'W)	5.4	5.0	0.2
Myrtle Beach Airport, ICWW, SC	(33°49'N/78°43'W)	3.3	3.0	0.2
Myrtle Beach, Springmaid Pier, SC	(33°39'N/78°55'W)	5.6	5.2	0.2
Socastee Bridge, ICWW, SC	(33°41'N/79°00'W)	2.4	2.2	0.1
Oaks Creek, Murrells Inlet, SC	(33°32'N/79°03'W)	4.8	4.5	0.2
Georgetown Lighthouse, Winyah Bay, SC	(33°13'N/79°11'W)	4.4	4.1	0.2
Cape Romain, SC	(31°01'N/79°21'W)	5.2	4.9	0.2

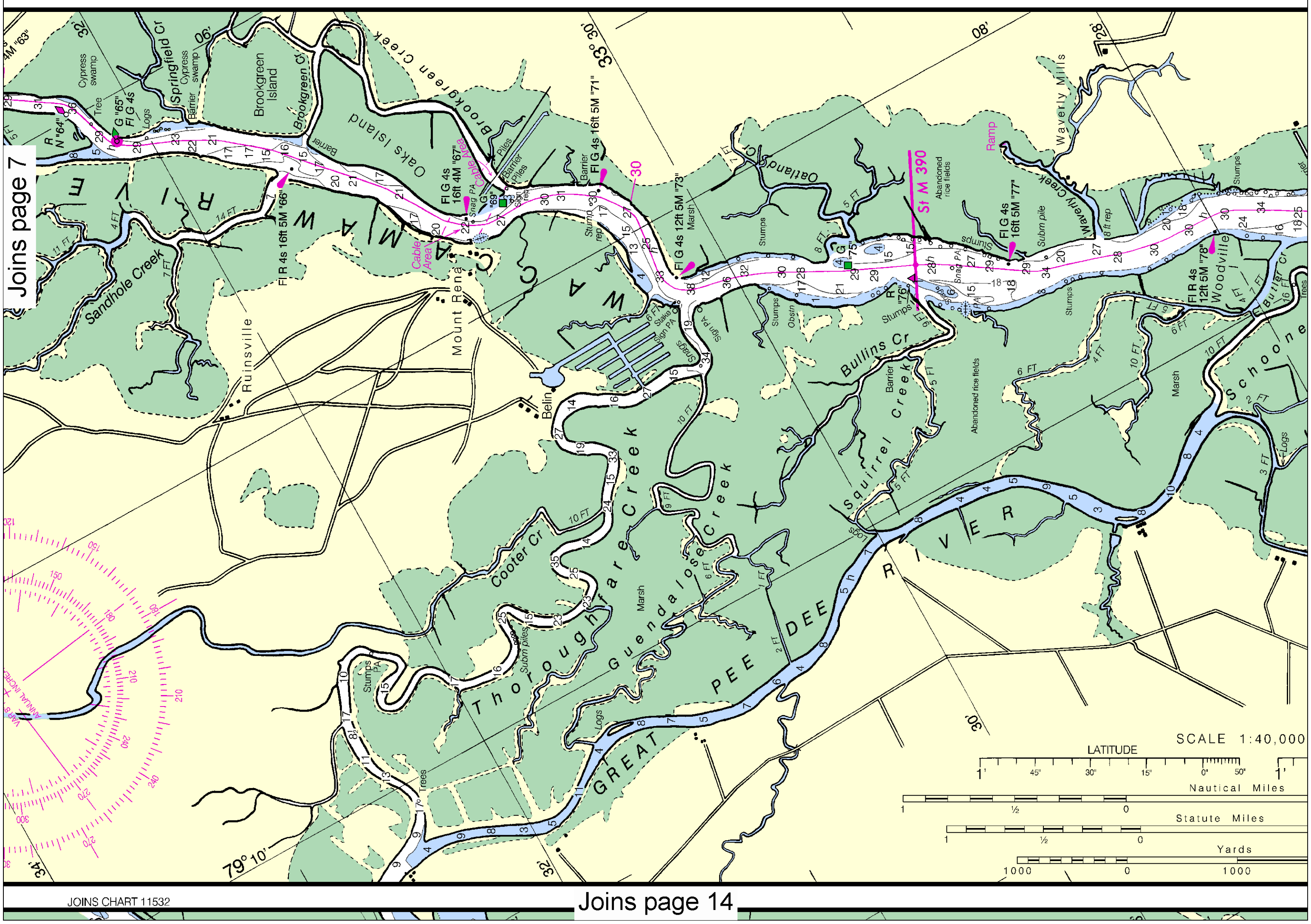
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2012)

			DEPTHS		SERVICES				
NO	SMALL CRAFT FACILITY	CHART SIDE	APPROACH-FEET (REPORTED)	ALONGSIDE-FEET (REPORTED)	BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	RAMP SURFACED-NATURAL	REPAIRS HULL-MOTOR-RADIO	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS
1	JOYNER MARINA	A	8	6	BE		HMR		
2	DEEP POINT MARINA	A	10	10	BE				
3	INDIGO PLANTATION MARINA	A	8	8	BE				
5	SOUTHPORT MARINA	A	8	6	BE	S	HMR		7
5D	BALD HEAD ISLAND MARINA	A	8	8	BE				
5E	SOUTH HARBOUR VILLAGE MARINA	A	15	10	BE				
6	CAROLINA BEACH ST PARK MARINA	A	7	7	BE	S			
14	THE MARINA AT DOCK HOLIDAYS	A	6	6	BE		HMR		
15	CRICKET COVE MARINA	A	12	6½	BE		HMR		
16	MYRTLE BEACH YACHT CLUB	A	12	12	BE				
16A	COQUINA YACHT CLUB	A	12	12	BE		MR		
17	ANCHOR MARINA	A	12	8	BE		HM		3
18	LIGHTKEEPERS MARINA	A	12	12	BE				
19	OSPREY MARINA	B	9	9	BE				[illegible]
20	CRAZY SISTER MARINA	B	4	4	BE				
22	BUCKSPORT PLANTATION MARINA	B	15	15	BE	S			
23	WACCA WACHE MARINA	B	15	10	BE	S	HMR		[illegible]
24	THE BOAT SHED	B	12	8	BE		MR		
24A	HAZZARD MARINE	B	12	10	BE		HM		6
25	GEORGETOWN LANDING MARINA	B	12	17	BE				
26	HARBORWALK MARINA	B	12	8	BE				
29	ST. JAMES PLANTATION MARINA	A	7	7	BE		HMR		[illegible]
30	RESERVE HARBOR MARINA	B	8	10	BE	S			
31	MARINA AT GRANDE DUNES	A	8	8	BE				
33	BELLE ISLE MARINA	B	4	6	BE	S			
34	HARBOURGATE MARINA	A	9	7	BE	S			

BOAT RENTAL: CANOE-ROW-MOTOR; CHARTER; FOOD-

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON TH
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NE
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABL



Joins page 14

Printed at reduced scale.

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

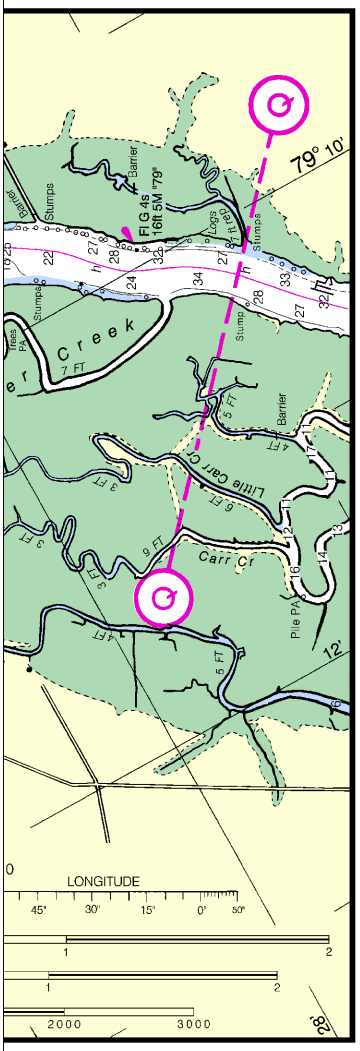
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

SUPPLIES / DIESEL OIL-GASOLINE / BAIT-TACKLE / GROCERIES-HARDWARE / WATER-ICE / NAUTICAL CHART SALES / WINTER STORAGE WET-DRY / TOILETS-SHOWERS-LAUNDRY / PUMP-OUT STATION / OD-LODGING-CAMPING / TER-HOUSE-SAIL / TOR-KAYAK										
				TSLP	W	C	WI		BT	DG
			F	TSLP	W	C	WI	GH	BT	DG
				TSLP	W		W			DG
75	MK	CS	F	TSLP	WD	C	WI	H	BT	DG
	K		FL	TSLP	W	C	WI	GH	BT	DG
			F	TSLP	W		WI			DG
			C	TSLP	W	C	WI			DG
			FL	TSP	W	C	WI	GH		DG
		C	F	TSLP	WD	C	WI			DG
			FL	TSLP	W	C	WI	H		DG
	CM		FL	TSLP	W	C	WI	G		DG
35			F	TSP	W	C	WI	H		G
			FL	TSLP	W	C	WI	GH		DG
0			F	TSLP	WD	C	WI	GH	T	DG
	CM	C	F	TP	W	C	WI	GH	BT	DG
		C	F	TSLP	W	C	WI		BT	G
7		C	F	TSP	WD		WI			DG
				TSP	WD	C	WI	H	BT	DG
60				TSLP	W		WI			DG
		C	FL	TSLP	W		WI		BT	DG
				TSLP	W		WI			DG
0	M		FL	TSLP	WD	C	WI	GH		DG
			F	TSP	WD	C	WI	H		DG
	M		FL	TSLP	W	C	WI	G		DG
			F	TSLP	WD		WI	GH	BT	DG
			FL	TSLP	W	C	WI			DG

THE CHART BY MAGENTA NUMBERS AND LEADERS.
NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
BLE FOR PUMPING OUT BOAT HOLDING TANKS.



Joins page 15

NAUTICAL CHART 11534
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

NORTH CAROLINA - SOUTH CAROLINA

MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK

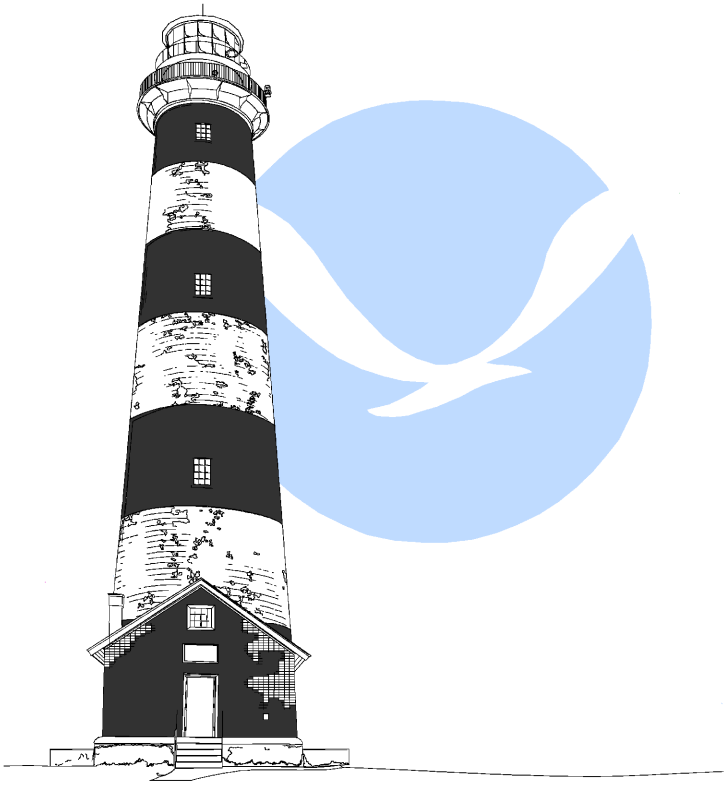


Chart 11534 37th Ed., Feb. /12 ■
Corrected through NM Feb. 18/12, LNM Feb. 14/12

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

North American Datum of 1983
(World Geodetic System 1984)

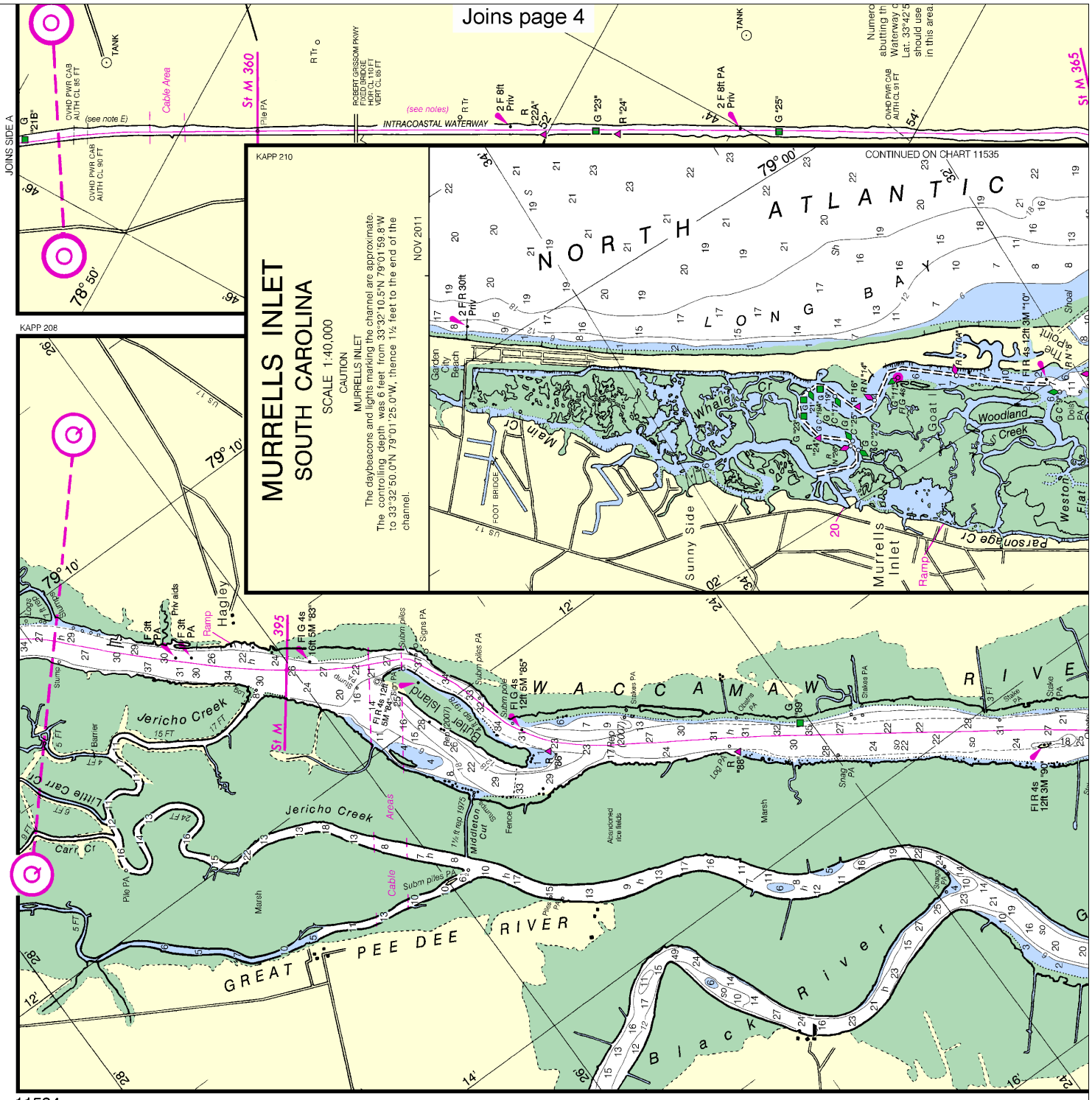
Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

SIDE



11534 37th Ed., Feb. /12; Corrected through NM Feb. 18/12, LNM Feb. 14/12

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with marine sanitation device (MSD) that are navige

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are

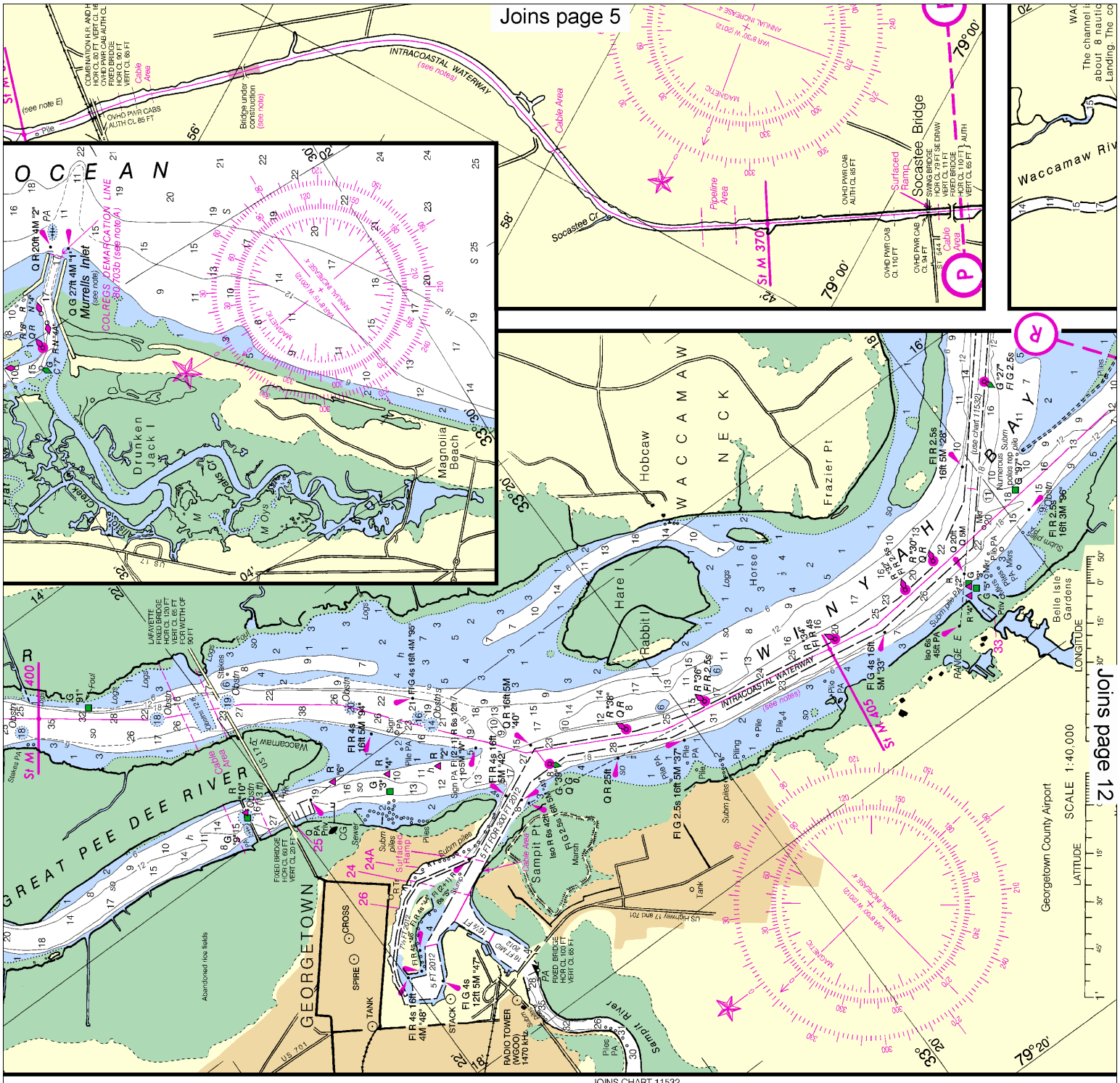
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

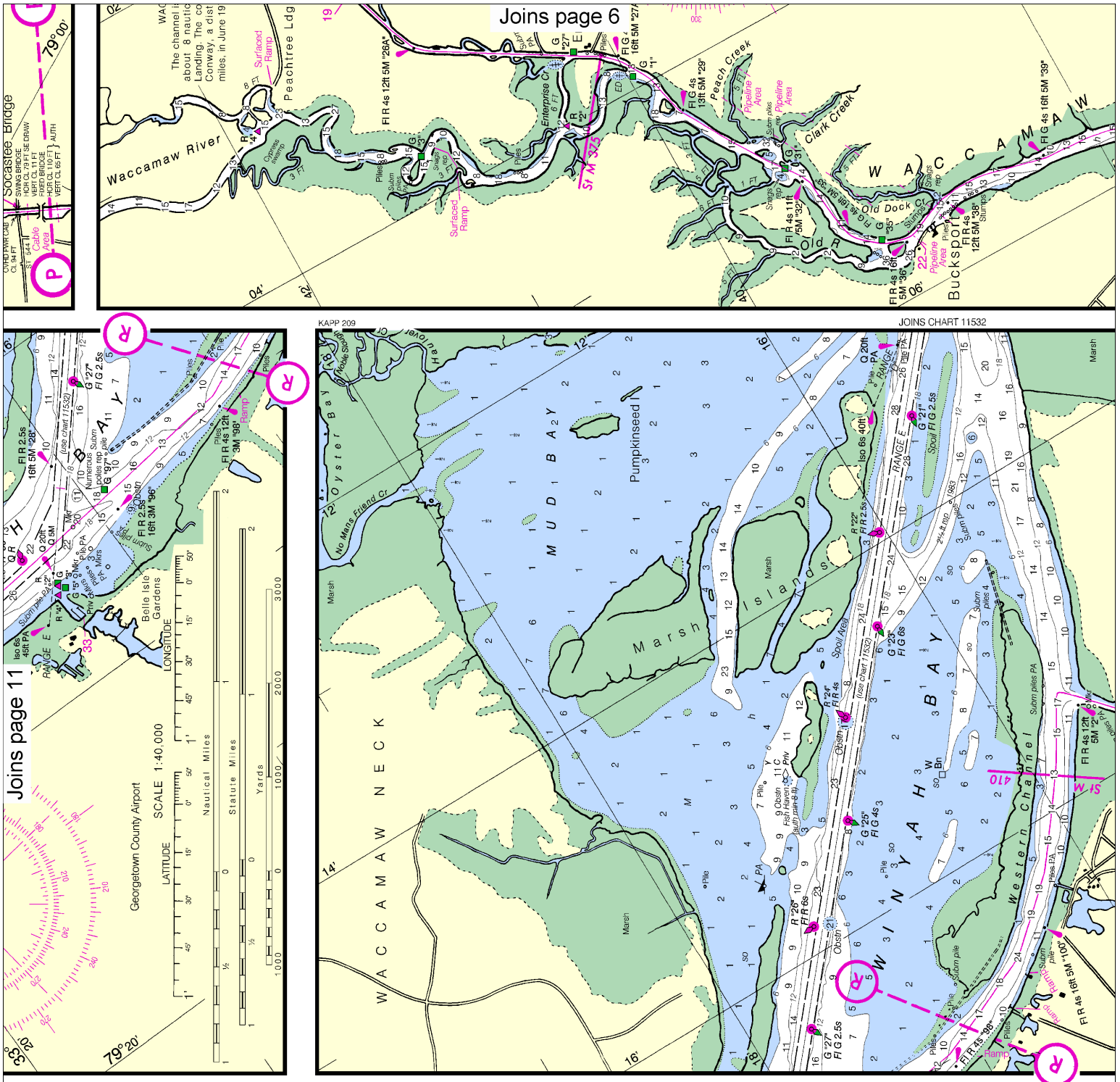
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia 7th Coast Guard District in Miami, Florida, or at the

Joins page 17



INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to

NOTE C

Entrances to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position. Passage through the inlets is not recommended without local knowledge of all hazardous con-

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

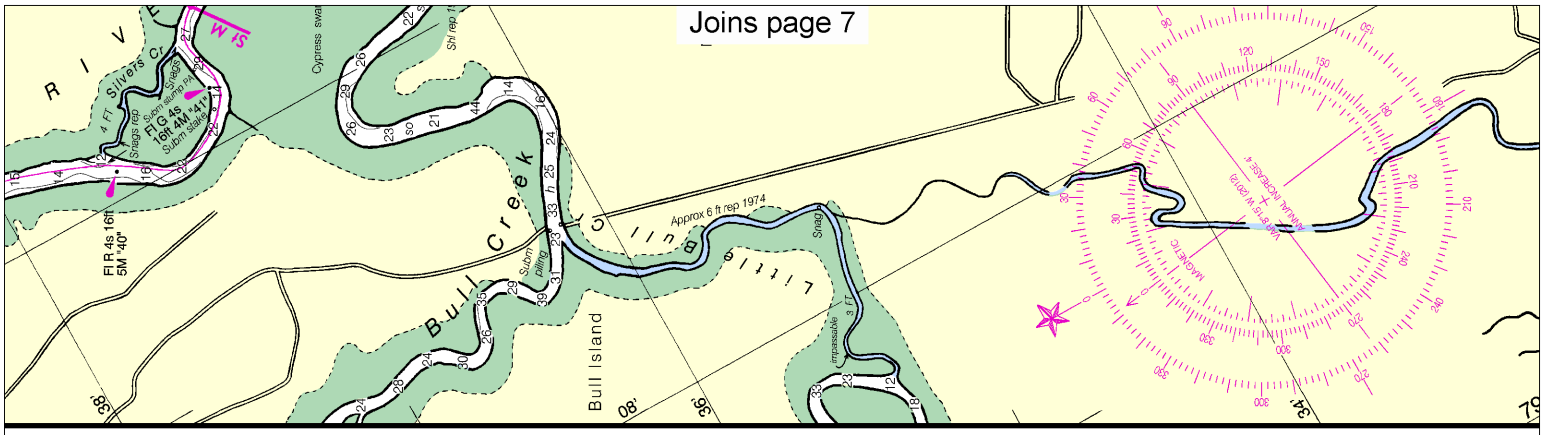
1 ½ 0 1 2 3

Yards

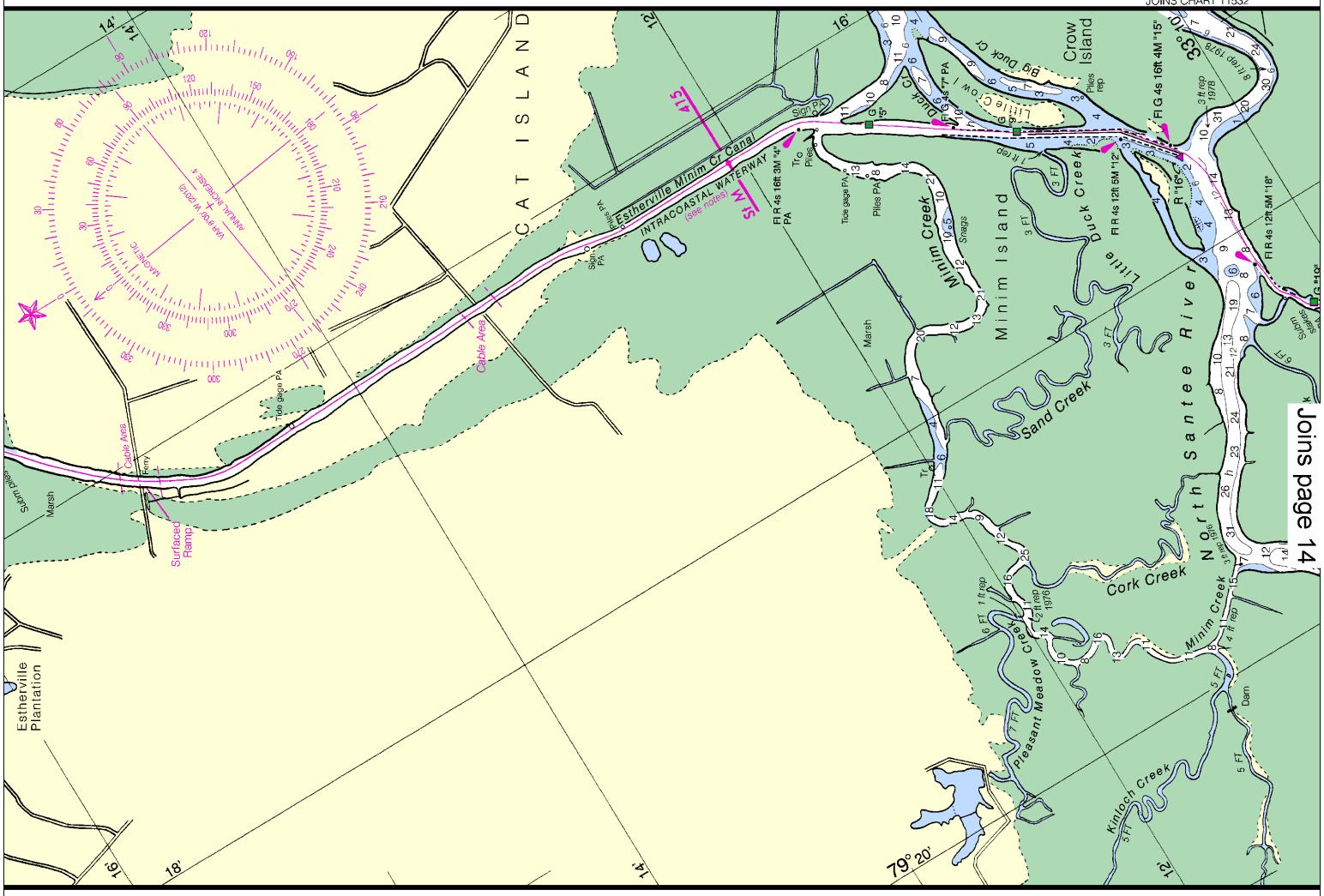
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7



JOINS CHART 11532



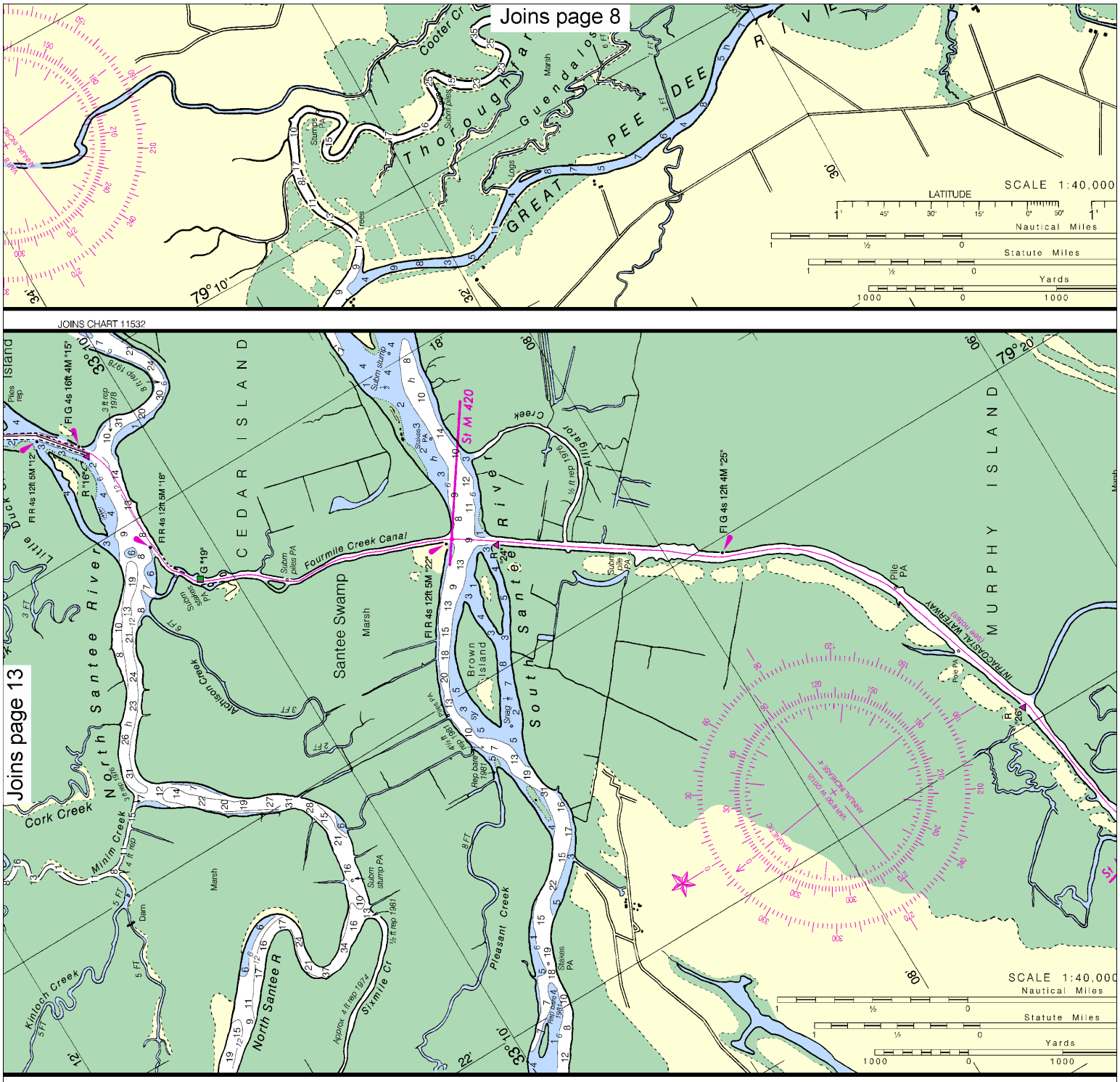
Joins page 14

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Joins page 19



Joins page 20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

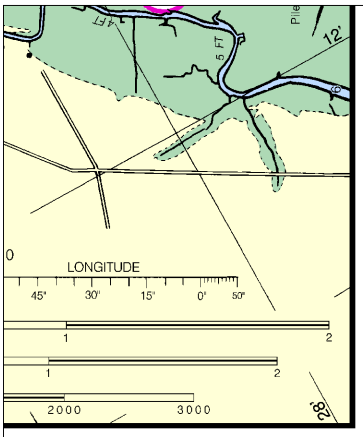
~~SCALE 1:40,000~~

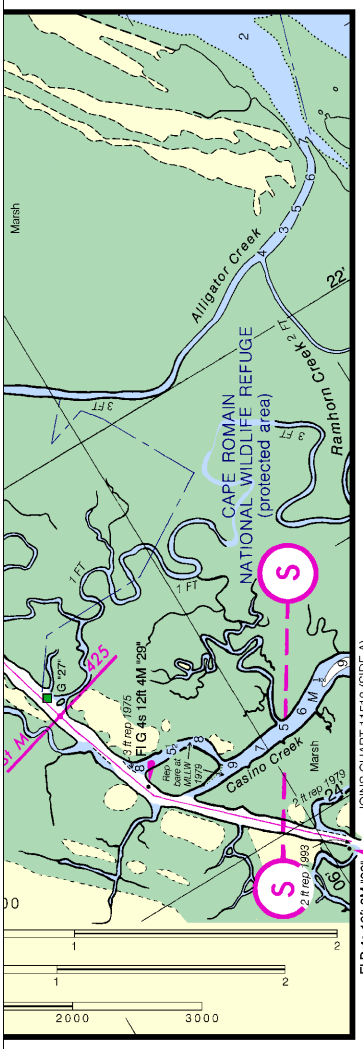
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9





U.S. DEPARTMENT OF COMMERCE
ATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

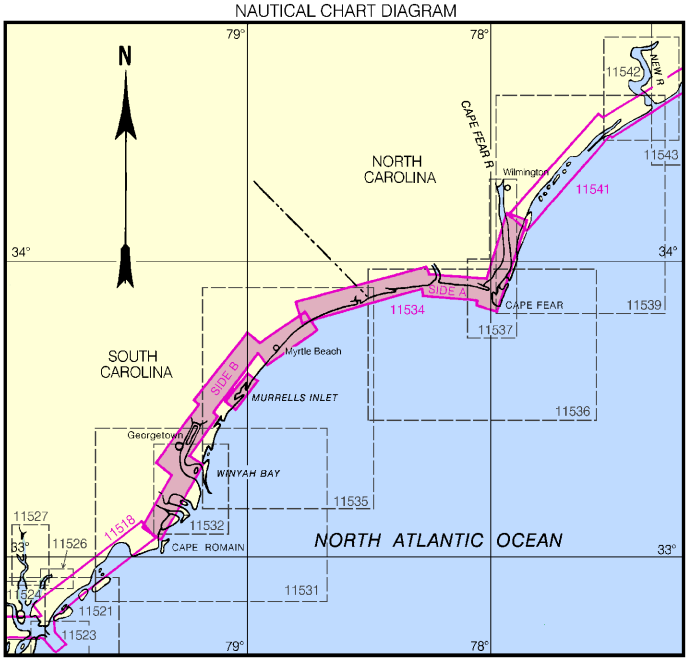
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SIDE B

NAUTICAL CHART DIAGRAM



NSN 7642014010277
NGA REFERENCE NO. 11XHA11534

ED. NO. 37

Joins page 21

Joins page 10

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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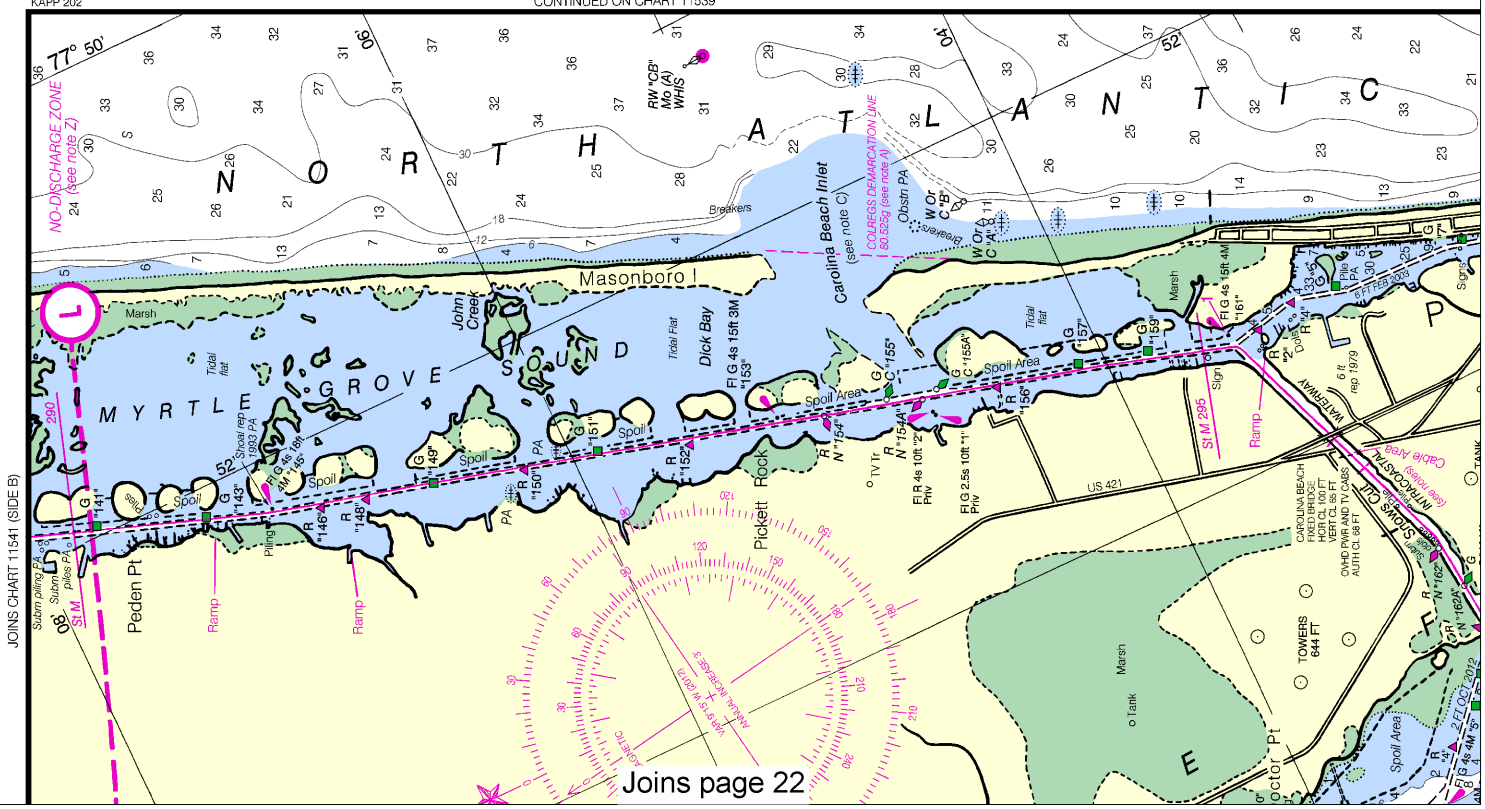
KAPP 202

CONTINUED ON CHART 11539



JOINS CHART 11541 (SIDE B)

Note: Chart grid lines are aligned with true north.

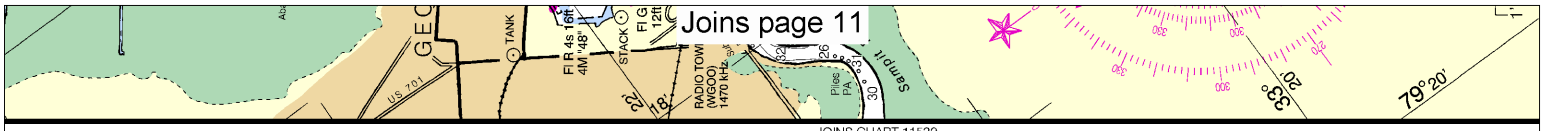
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 11



JOINS CHART 11532

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners critical corrections. Charts are printed when ordered using Print-on-Demand technology. New ons are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent t Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or anGrafix at 1-877-56CHART or http://www.oceangrafix.com.

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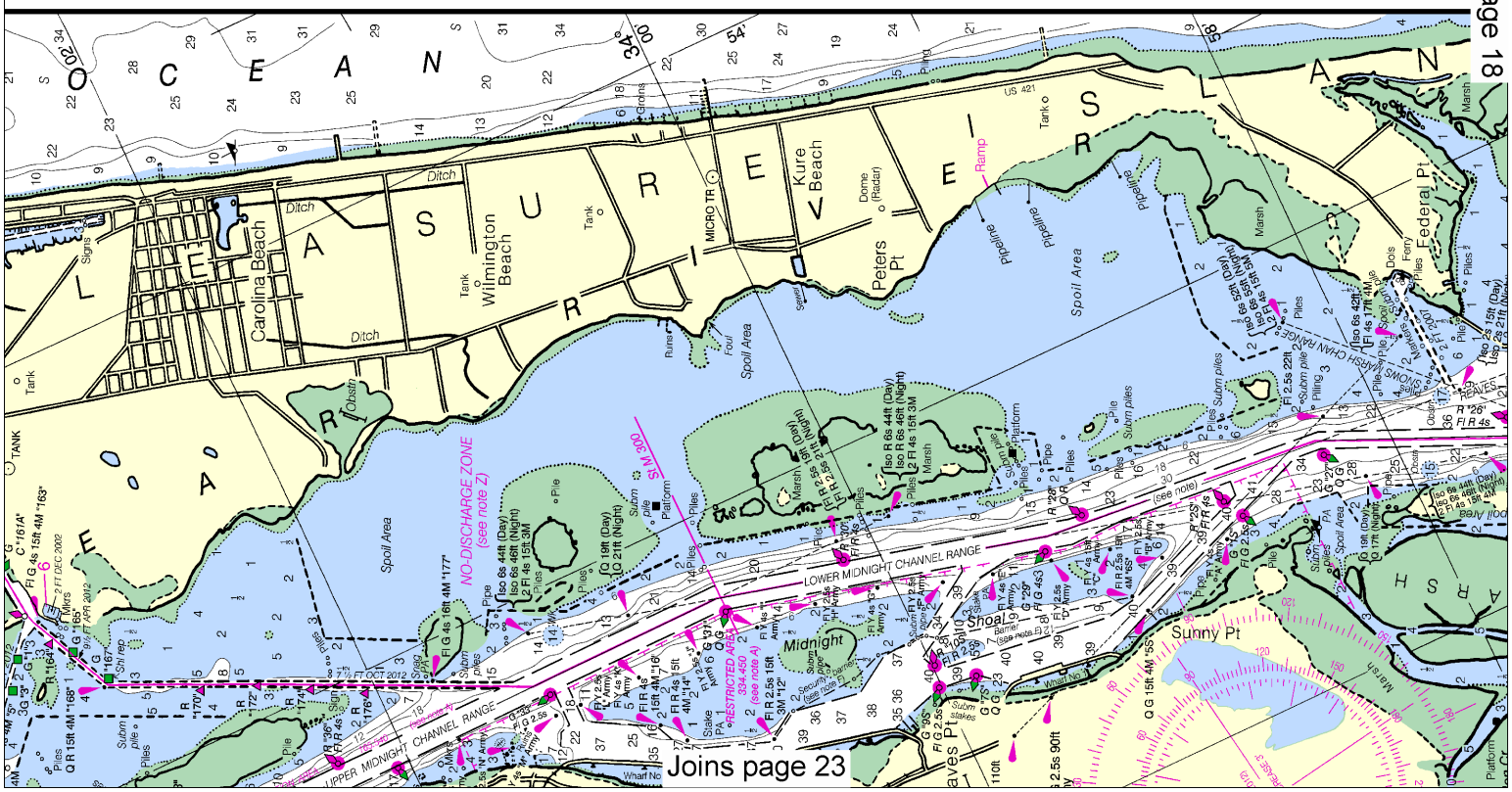
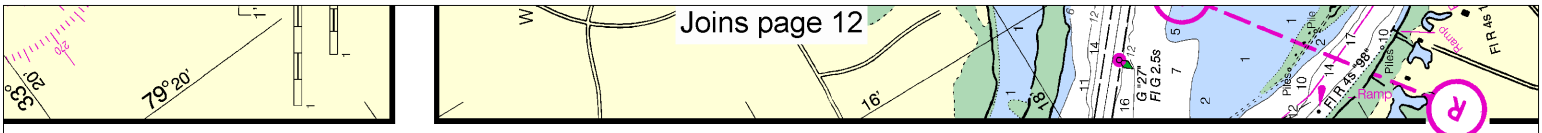
Joins page 18





INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NOTE C

Entrances to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position. Passage through the inlets is not recommended without local knowledge of all hazardous conditions affecting the areas.

NOTE F

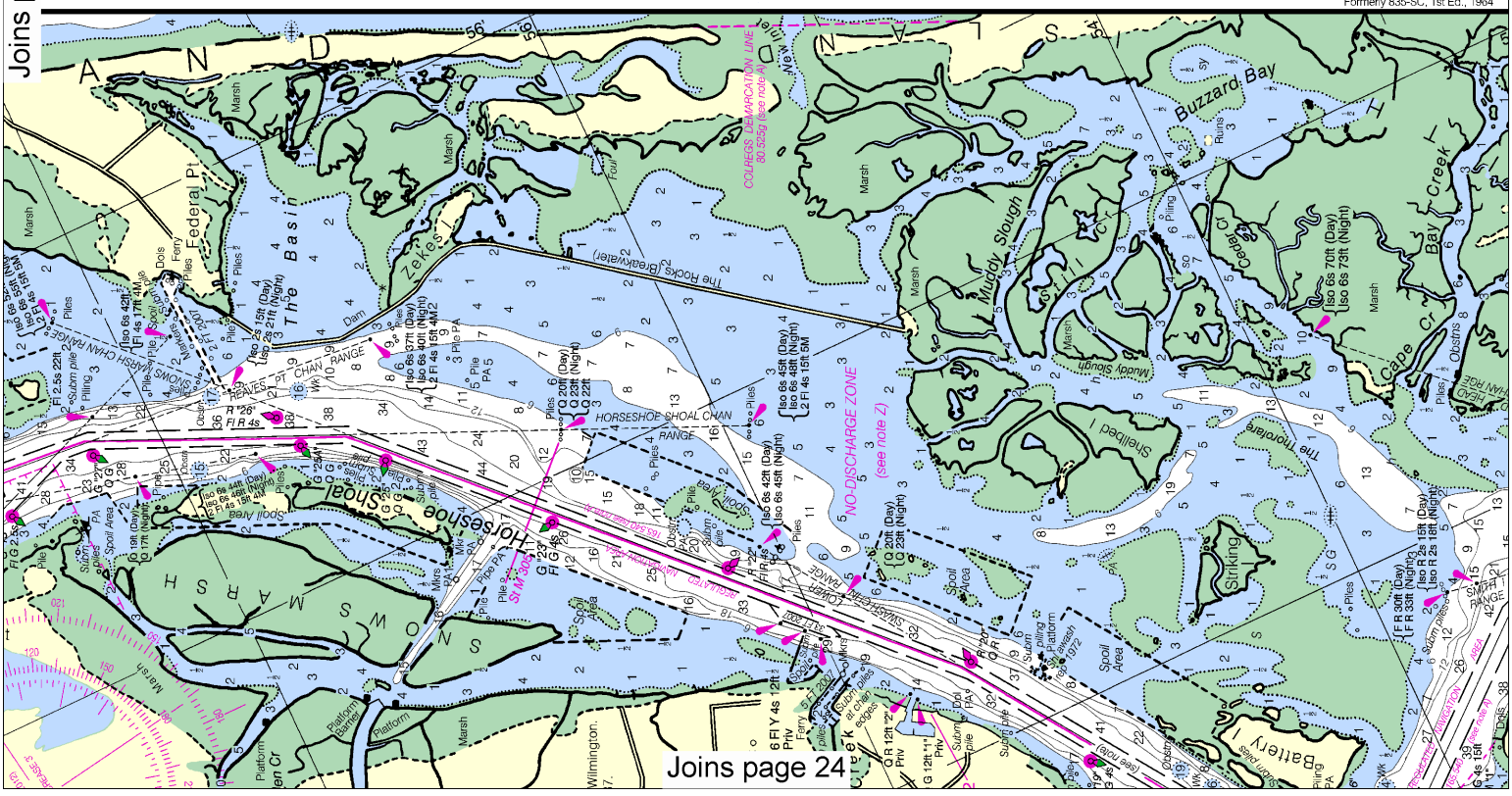
Fixed security barriers have been installed at the Military Ocean Terminal at Sunny Point. The barriers are marked by numerous quick flashing white lighted pilings and quick flashing yellow lights.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Fear and Shallotte River Power Squadrons, District 27, United States Power Squadrons in continually providing essential information for revising this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly 835-SC, 1st Ed., 1964



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13

CAUTION

SUBMARINE PIPELINES AND CABLES

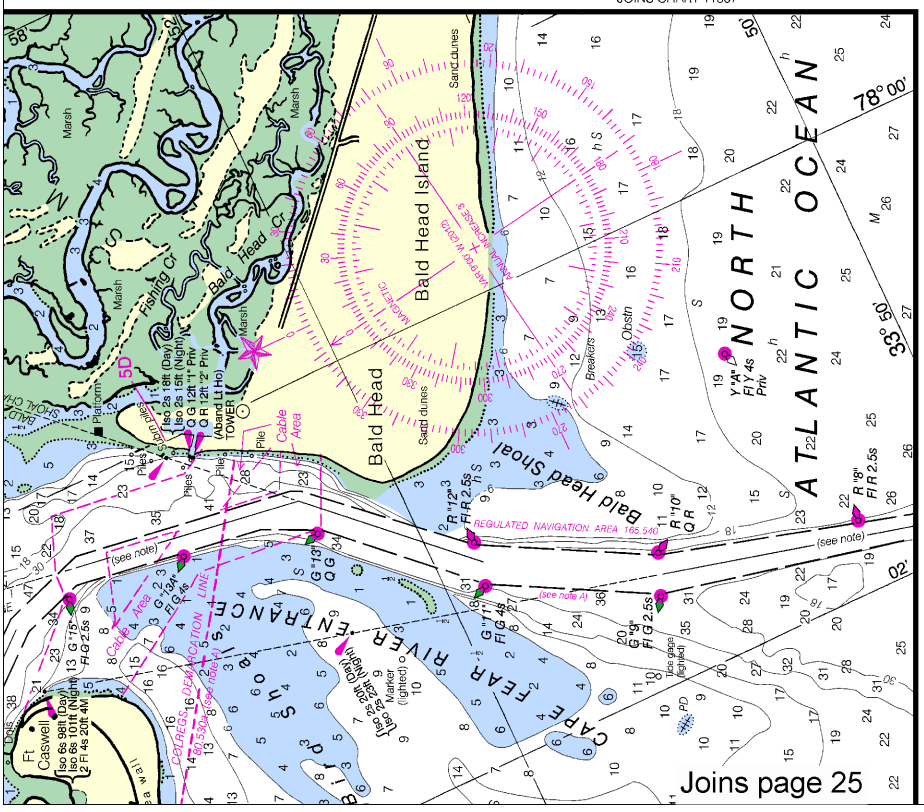
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

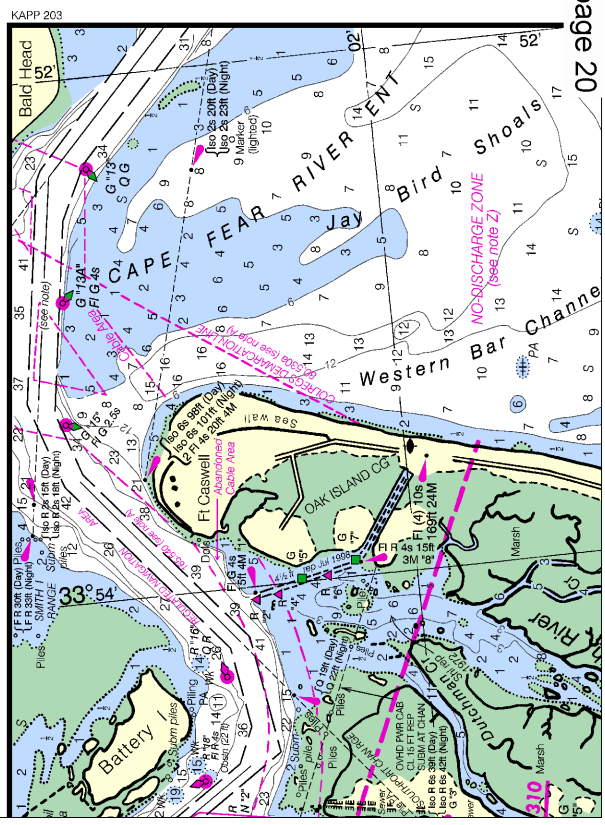
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

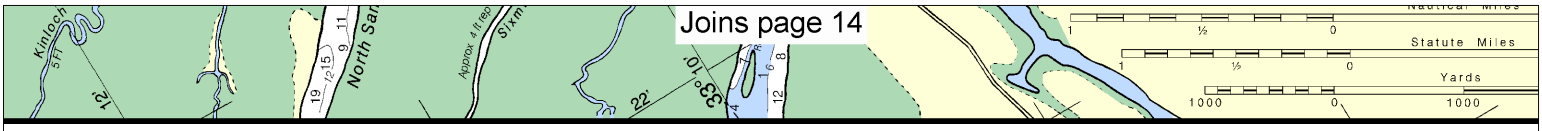
Covered wells may be marked by lighted or unlighted buoys.

JOINS CHART 11537



KAPP 203





RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

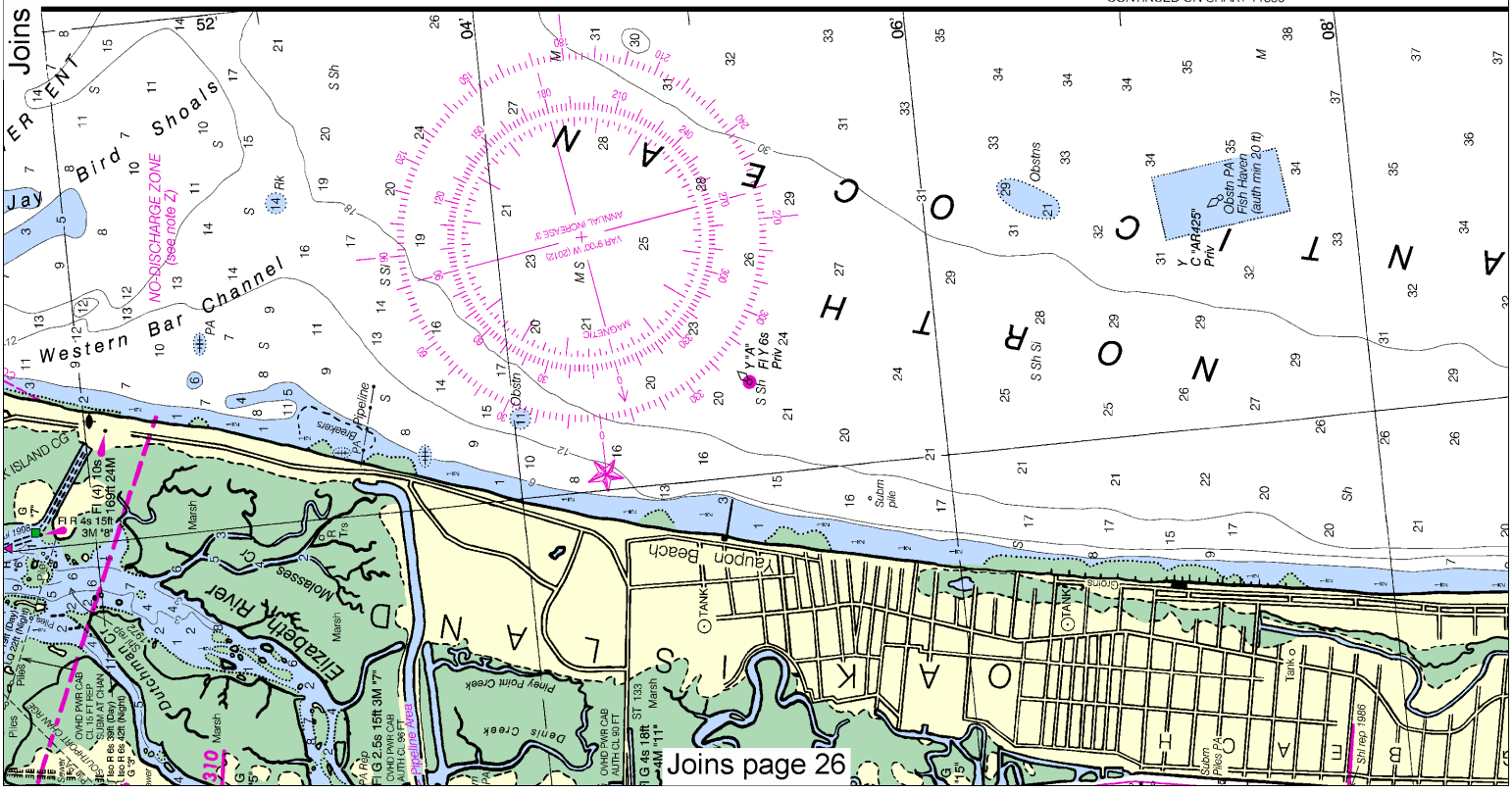
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

Joins page 19

CONTINUED ON CHART 11536



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

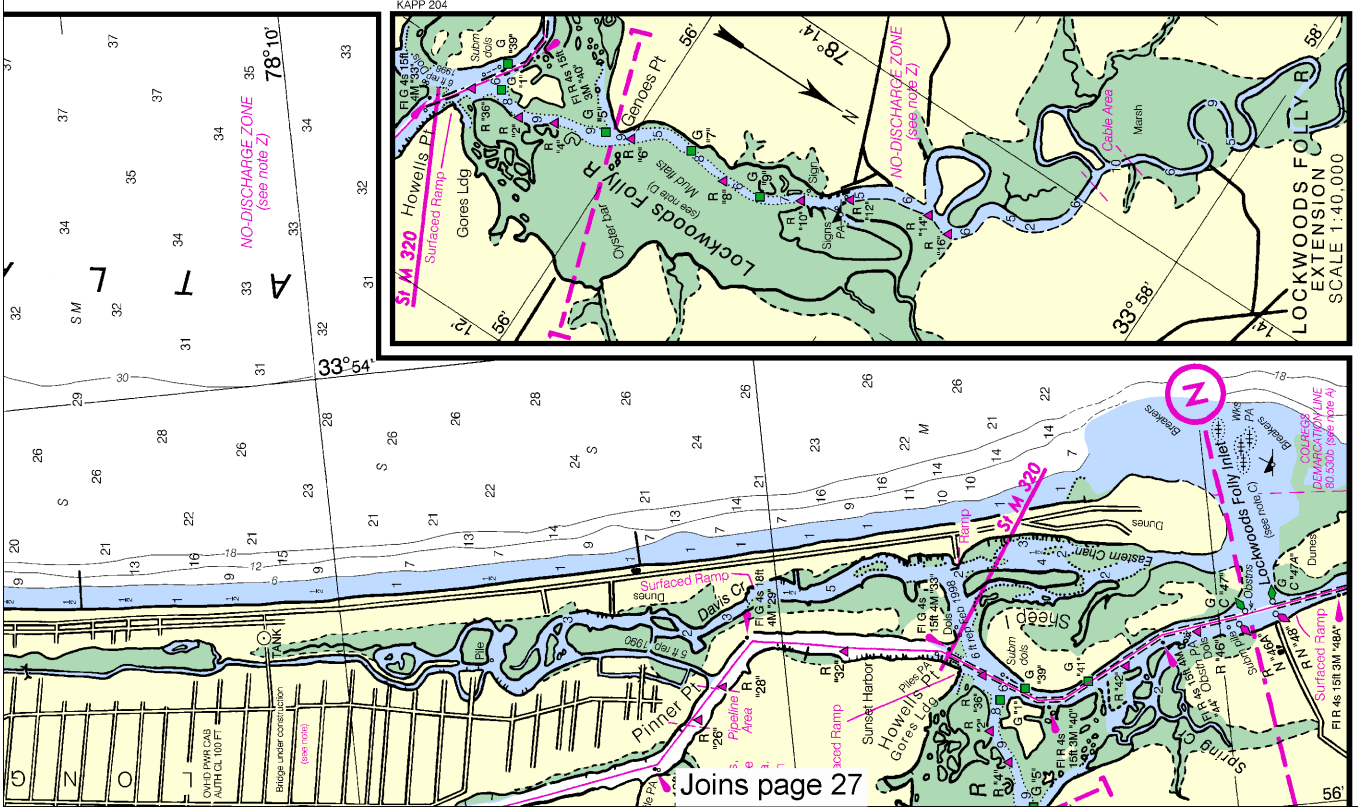
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

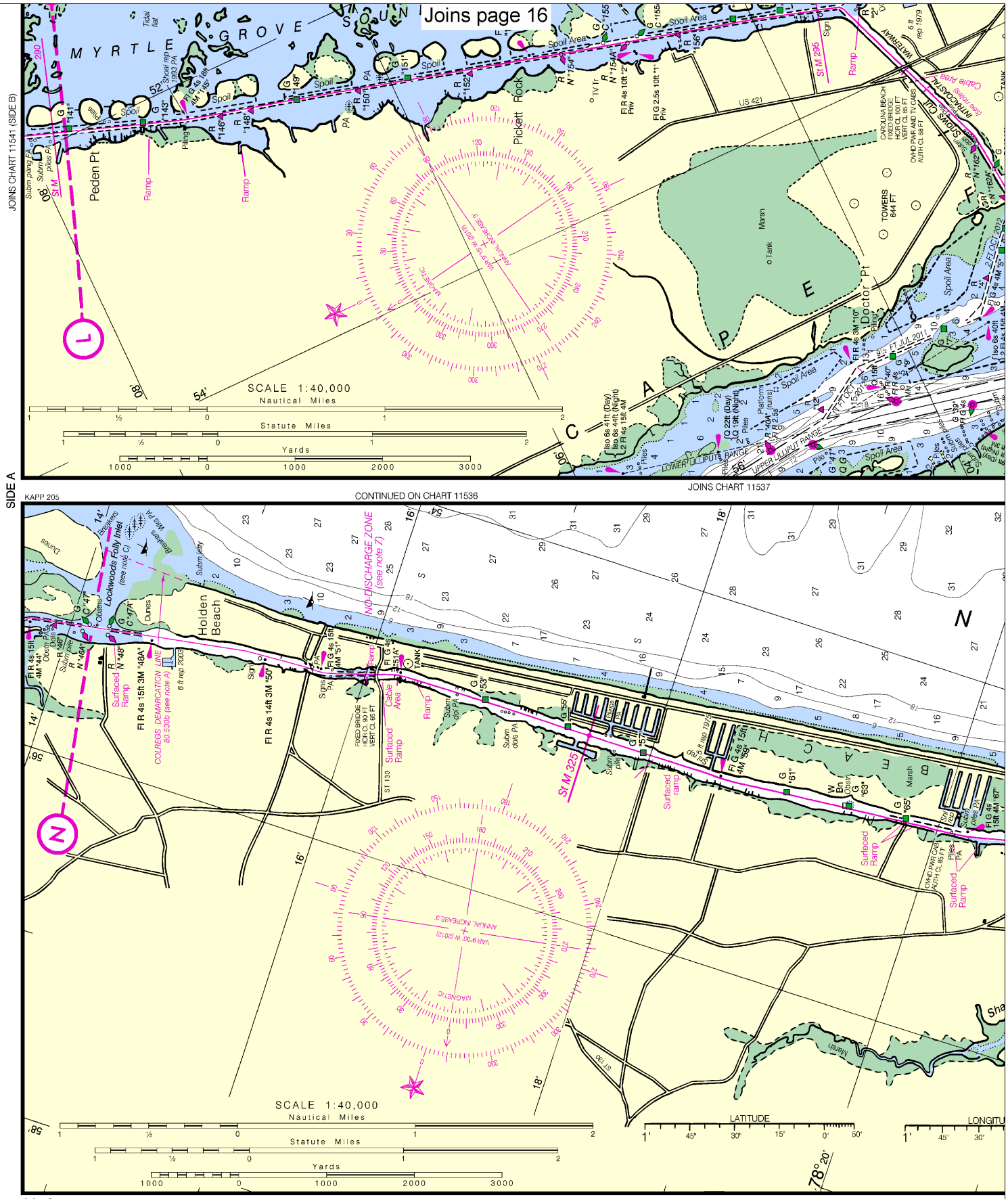
Joins page 15

NSN 7642014010277
NGA REFERENCE NO. 11XHA11534
ED. NO. 37

KAPP 204



Joins page 27



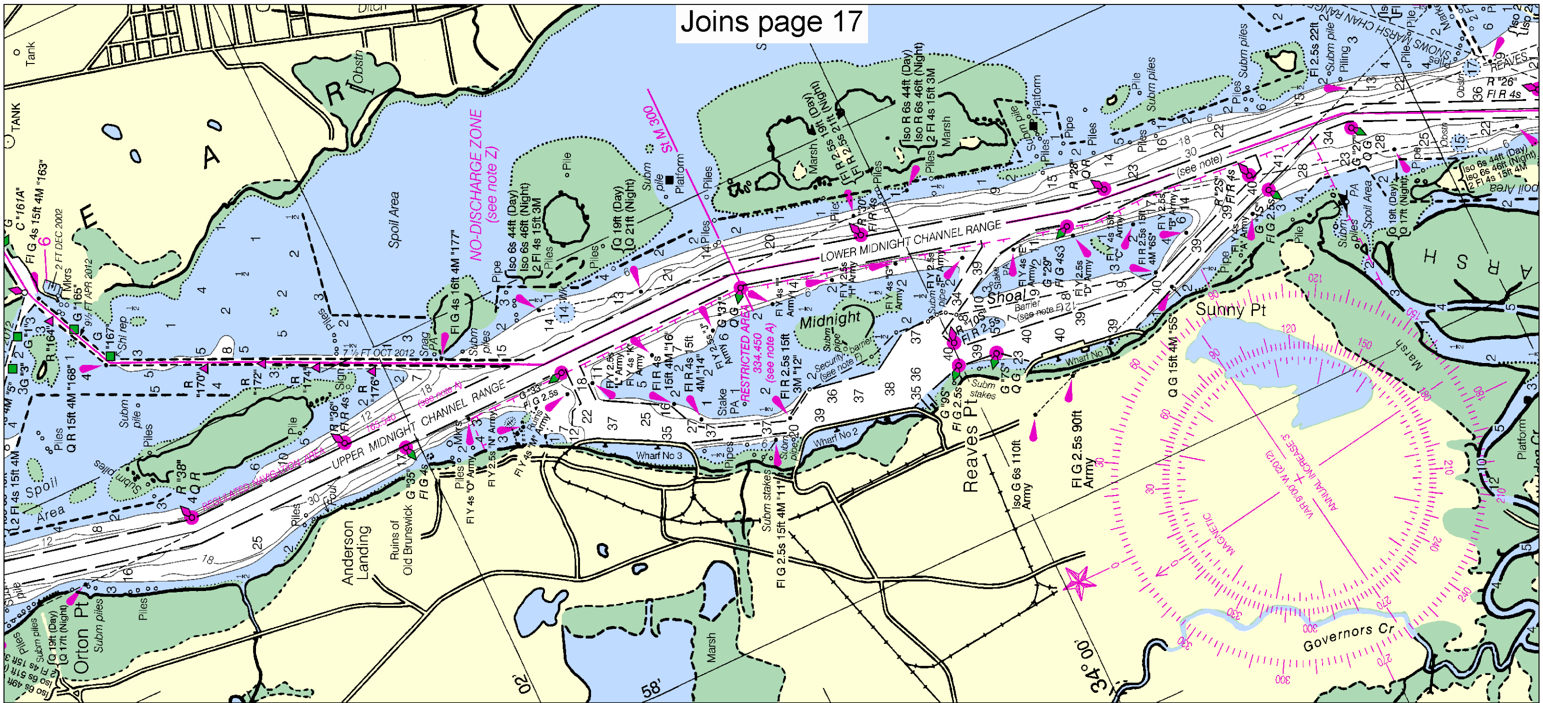
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

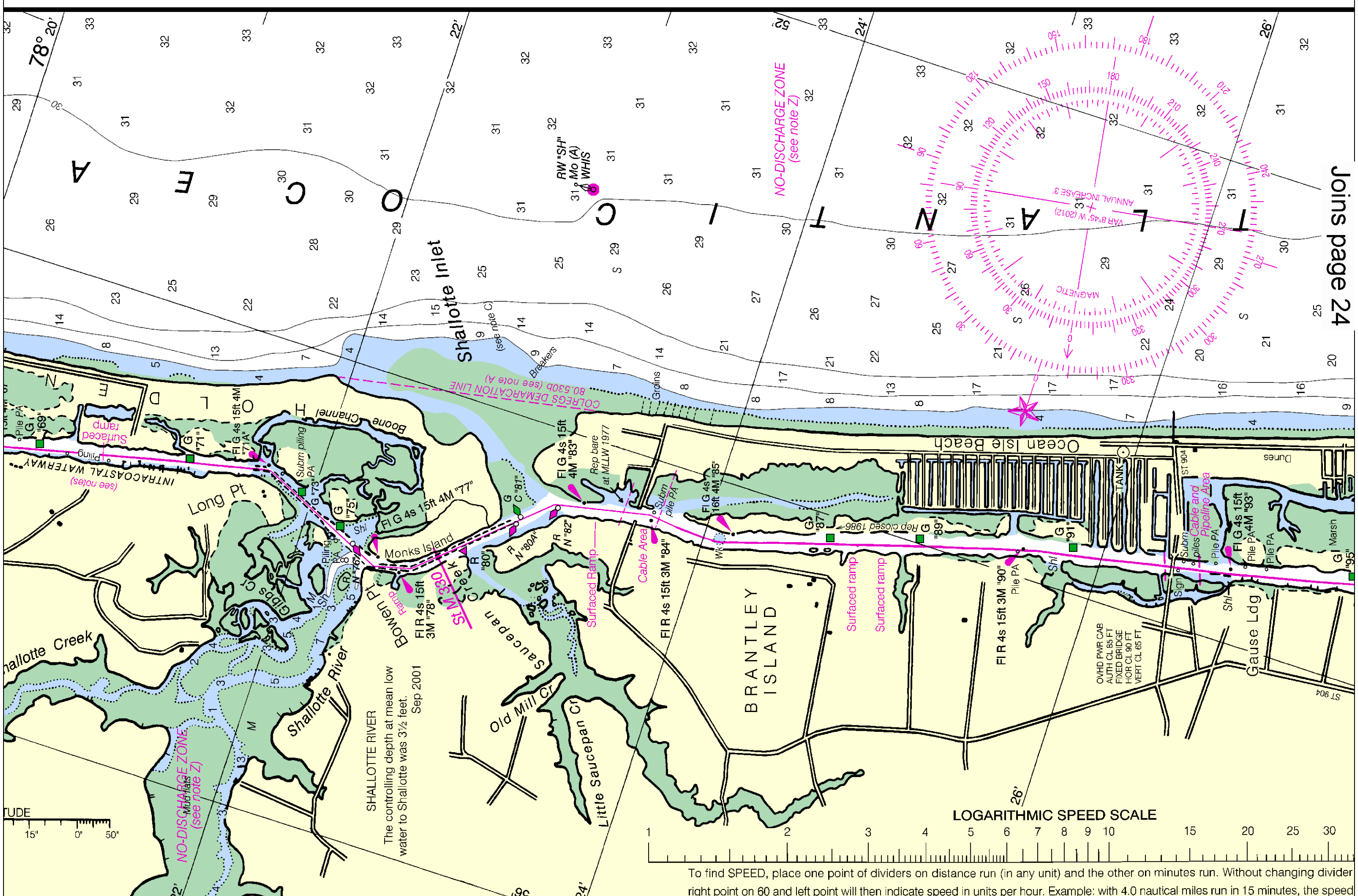
~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

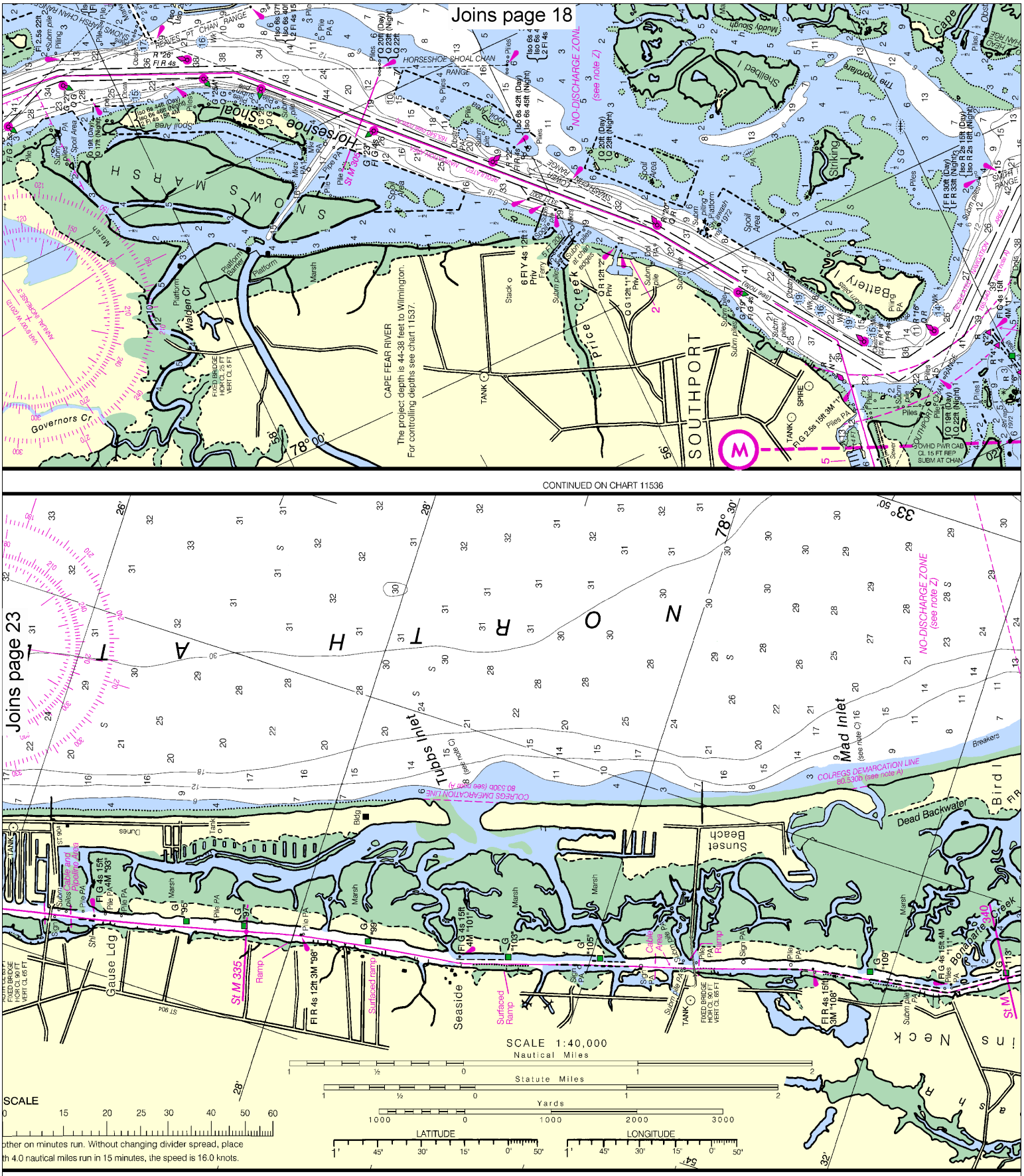
See Note on page 5.



Joins page 17
NO-DISCHARGE ZONE (see note Z)
St M 300
LOWER MIDNIGHT CHANNEL RANGE
UPPER MIDNIGHT CHANNEL RANGE
RESTRICTED AREA 334.450 (see note A)
Midnight
Shoal
Sunny Pt
Reaves Pt
Orton Pt
Anderson Landing
Ruins of Old Brunswick
Spoil Area
Wharf No 1
Wharf No 2
Wharf No 3
Governors Cr
Marsh
34° 00'
58'
02'



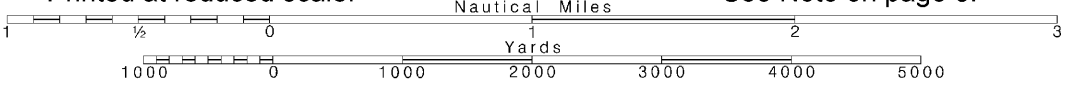
Joins page 24
78° 20'
22'
24'
26'
NO-DISCHARGE ZONE (see note Z)
RW "SH" Mo (A) WHIS
Shallotte Inlet
COLREGS DEMARCATION LINE 80.530b (see note A)
Breakers
Boone Channel
INTRACOASTAL WATERWAY (see notes)
Long Pt
Monks Island
Bowen Pt
St M 330
Saucepan Creek
Old Mill Cr
Little Saucepan Cr
Shallotte River
Shallotte Creek
Gibbs Cr
B R A N T L E Y
I S L A N D
Ocean Isle Beach
Gause Ldg
Cable Area
Cable and Pipeline Area
Surfaced Ramp
Surfaced ramp
Rep bare at MLLW 1977
Rep closed 1986
OVHD PWR CAB AUTH CL 65 FT
FIXED BRIDGE HOR CL 90 FT VERT CL 65 FT
SHALLOTTE RIVER
The controlling depth at mean low water to Shallotte was 3½ feet. Sep 2001
LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed



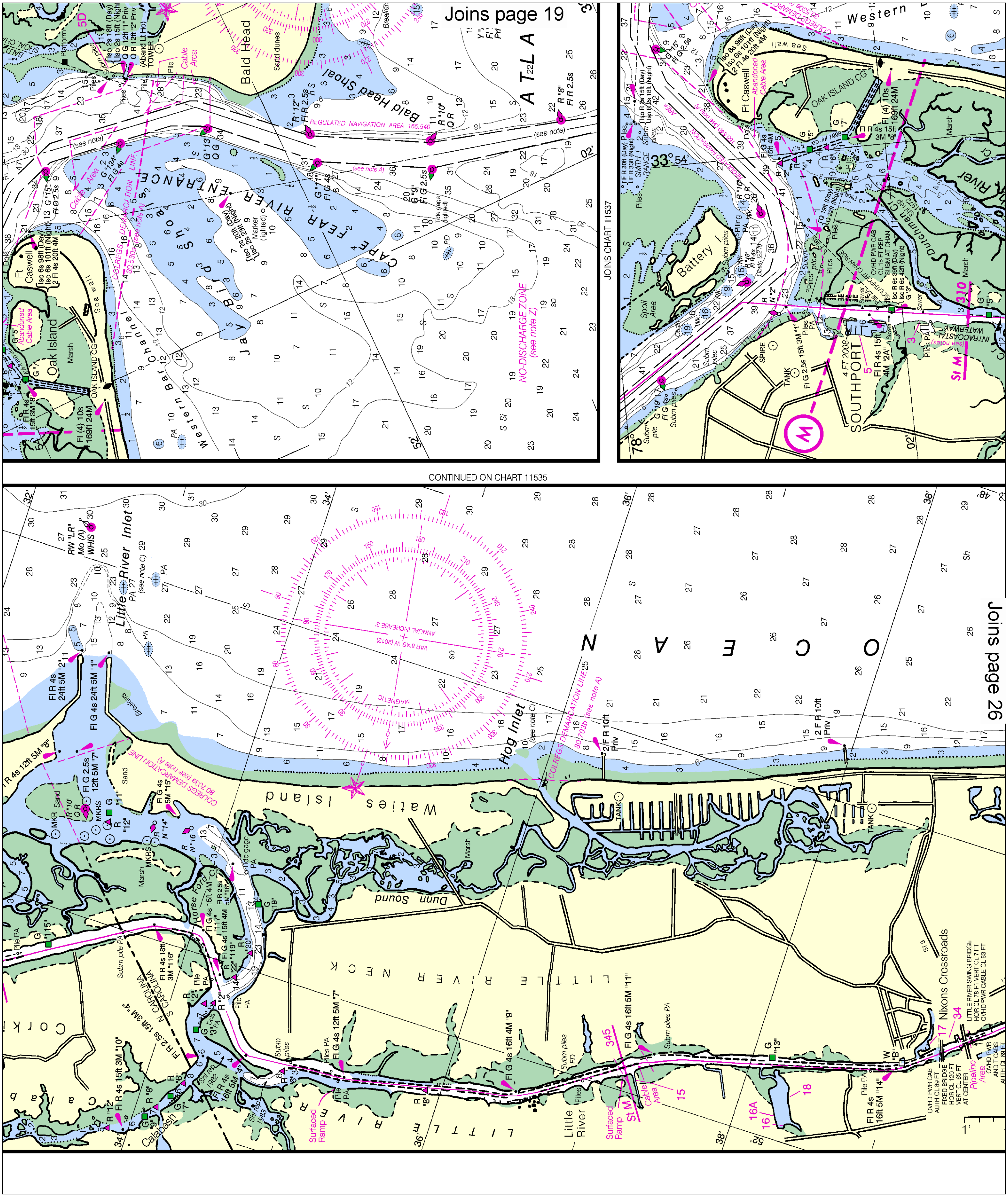
24

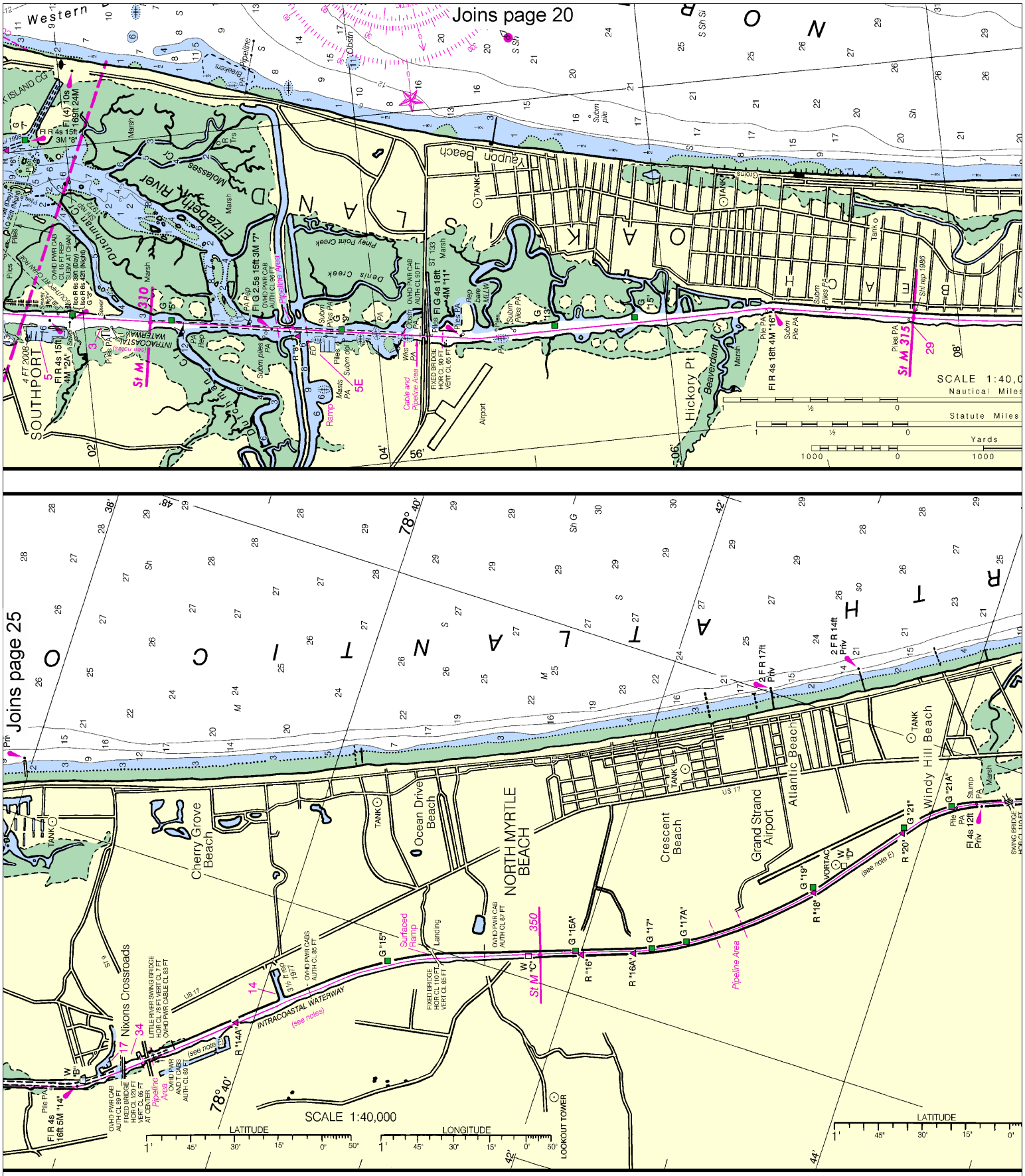
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.


Joins page 19
Bald Head
Bald Head Shoal
Sand dunes
REGULATED NAVIGATION AREA 165.540
CAPE FEAR RIVER ENTRANCE
Jay Bird Shoals
Western Bar Channel
Ft Caswell
Oak Island
OAK ISLAND CG
Marsh
Sea wall
Abandoned Cable Area
Cable Area
COLREGS DEMARCATION LINE
NO-DISCHARGE ZONE (see note Z)
JOINS CHART 11537
Battery I
Spoil Area
SOUTHPORT
Dutchman Cr
INTRACOASTAL WATERWAY
CONTINUED ON CHART 11535
Joins page 26
OCEAN
Little River Inlet
Hog Inlet
Waties Island
Dunn Sound
LITTLE RIVER NECK
LITTLE RIVER
Horse Ford
Calabash
N CAROLINA
S CAROLINA
Little River
Nixons Crossroads
Surfaced Ramp
Pipeline Area
Cable Area
TANK
SPIRE



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

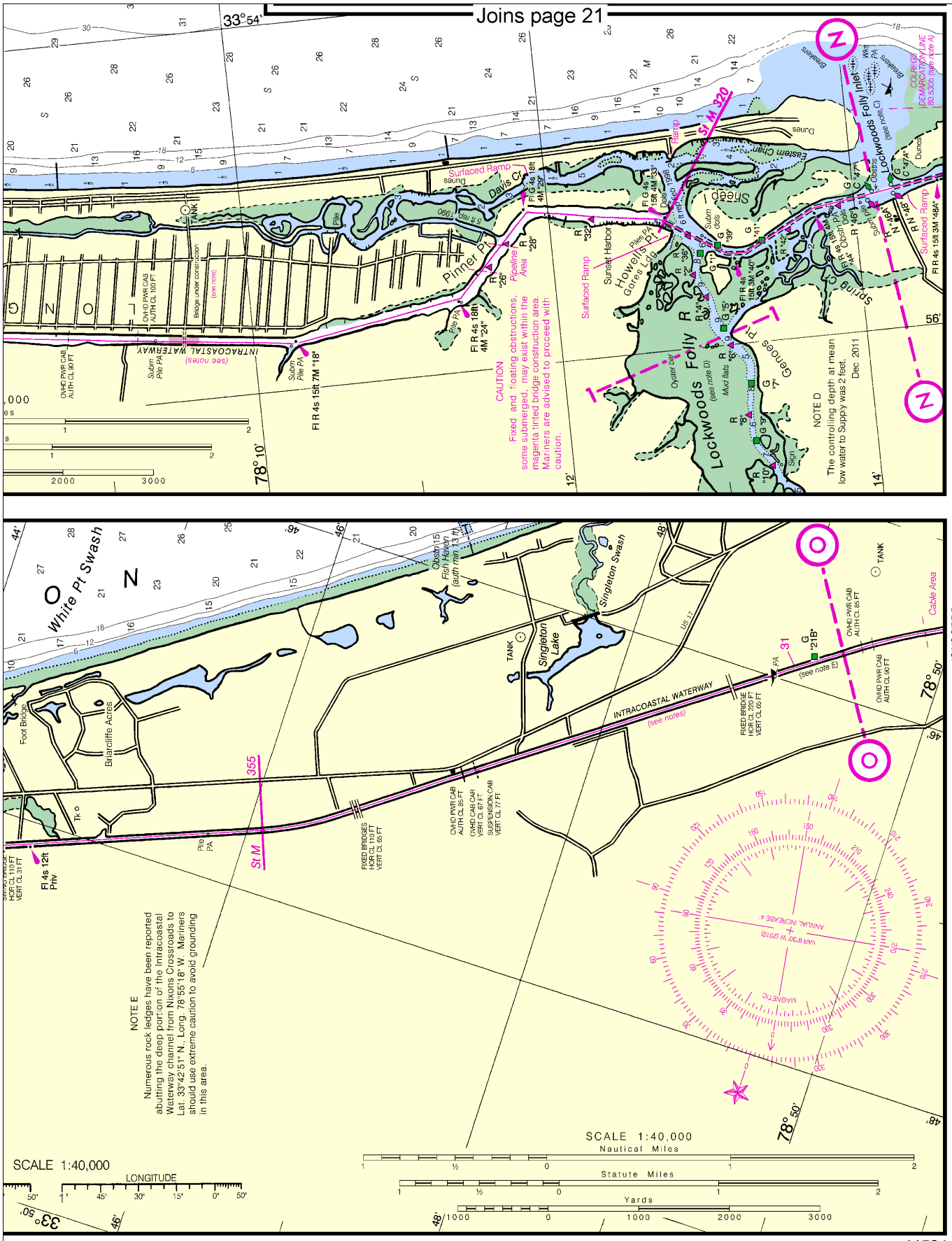
~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 21



11534

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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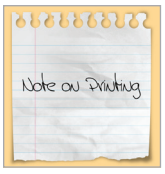

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